**INSIDER:** EVERYTHING WE KNOW ABOUT THE NEW RX-7

# topcar

JANUARY 2016 | VOL 25 NO 01 R34.90

## SA'S FIRST TESTS

## FORD FIGO

ENTRY-LEVEL EXCELLENCE OR BARGAIN-BIN SPECIAL?

## AUDI RS3

HOTTEST HATCH YET? WE DECIDE

**PLUS: TECH KNOW** 5 TECHNOLOGIES TO SAVE THE DIESEL

## 27 MOST WANTED CARS OF 2016

Ford Focus RS & GT, **Honda NSX**, **Aston Martin DB11**, the next BMW 5 Series and **Mercedes-Benz E-Class**, Range Rover's X3 rival and **20 more** p58

9 771019 196008 01120

**ALSO TESTED** Mercedes-Benz GLE 450 AMG Coupe › ***VW Polo Bluemotion 1.0 TSI*** **DRIVEN** Toyota Prius › ***Toyota Mirai*** › Mercedes-AMG C63 S Coupe › ***Ferrari 488 Spider*** › Opel Adam Rocks › ***Mercedes-Benz GLC*** › Suzuki Vitara › ***VW Passat*** › ***Lexus IS200t*** › McLaren 570S **FEATURED** South Africa's rare sports car heritage: ***GSM Dart***, Caracal, ***Protea & Duphet***

NIVEA MEN
IT STARTS WITH YOU
DOUBLE THE KICK
New NIVEA MEN COOL KICK Body Lotion and Deodorant, instant cooling effect for 48h moisture and protection.

# OF COOLNESS.

NIVEAMEN.CO.ZA

# WELCOME.

# There's a place for relics

**IMAGINE IT MUST** be hard to 'steal the show' in 2015, especially at an event as charged with energy and hype as the Tokyo Motor Show where alternative fuel sources and autonomous technology runs rife (and by itself), where pet robots are revealed and bodystyles are best measured by how sharp they are. Ultimately, the Tokyo Big Sight (actual name) convention centre turns into a *Star Wars* set when TMS comes around, but updated with technology to put your average Pod Racer's Alluvial Dampers (made up futuristic term, all rights reserved LucasArts) to shame, with hybridised drivetrains and cars so good for the environment you'd swear they were actually planting trees themselves as they drove by.

I assume that timing must be everything. Because in spite of, or perhaps because of the technological onslaught, the car that truly shone was in fact an elegant sliver of crimson metal brandishing a completely driver-operated rear-wheel drive chassis, front-engined and manually shifted. In fact not only was it fuelled by that crude fossil fuel named petroleum but its hardware was in fact a rotary engine, famously inefficient and glorious to rev beyond 8000rpm. Mention rotary and you must be talking about Mazda, and it is indeed Mazda's RX-Vision concept that had every motoring journalist lusting after it. I managed to track down Mazda's head of engineering, Kiyoshi Fujiwara, and steal him away into an empty conference room for some mild interrogation around the production model's name, especially since half our colleagues were calling it the RX-9. 'Well, our previous two-door coupe was called the RX-7, and our four-door coupe was called the RX-8, so I suppose if we built an SUV, that would be an RX-9', said Fujiwara-san. That's confirmation as far as I'm concerned. He also made it clear that while the RX-7's Nippon rivals such as the GT-R, NSX, LFA and so on were all impressive machines, Mazda's RX-Vision was the most faithful to its heritage. Another reason it'll be badged RX-7? Well, I just can't ignore the fact that in 2017 Mazda will be celebrating the 50th Anniversary of the 967 Cosmo Sport 110S, the company's first ever rotary coupe and very much the forebear of the RX-7. It's like I said 300 or so words ago, timing is everything.

Slipperier than anything Anakin Skywalker ever got to pilot, and thanks to its rotary engine, more unique as well

Outside of Japan, and back in the land of *TopCar* it has been an exciting month with South Africa's first road tests of the new Audi RS3 and Ford Figo. The one's a candidate for ultimate hot hatch and the other is set to shake up the entry-level B segment, I'll let you figure out which is which. We've also identified the 27 cars due to drop in 2016 that we're most excited about. And yes, that includes all the self-driving, environment-rescuing metal we mentioned at the start. Exciting times ahead my friend.

**CALVIN FISHER**
**Editor**
Follow me on @Calvin_Fisher

**TOPCAR**

EDITOR **Calvin Fisher**
calvin.fisher@media24.com

DEPUTY EDITOR **Wayne Batty**
wayne.batty@media24.com

ASSOCIATE EDITOR **Aaron Borrill**
aaron.borrill@media24.com

ONLINE EDITOR **Ray Leathern**
ray.leathern@media24.com

ART DIRECTOR **Caine Swanson**
cswanson@media24.com

SENIOR DESIGNER **Lynn Cerfontyne**
lynn.cerfontyne@media24.com

EDITORIAL ENQUIRIES 021 408 1241

**CONTRIBUTORS**
Peter Frost, Dieter Rencken, Chris Wall

**BUSINESS & PUBLISHING**
**General Manager: Lifestyle**
Charlene Beukes
**CFO: Lifestyle**
Raj Lalbahadur
**General Manager: /Leisure**
Louise Meny-Gibert
**Publisher**
Nerisa Coetzee
**Financial Manager**
Muneeb Adams
**Head of Circulation**
Gadija Gamieldien
**Head of retail: Circulation**
Andreline Van Tonder
**Circulation Manager**
Riaan Weyers
**riaan.weyers@media24.com**

**ADVERTISING SALES**
**Head of Advertising Sales**
**Craig Nicholson**
**Business Manager (KZN)**
**Theresa Lavery** 083 635 0205/031 566 2442
theresa.lavery@media24.com

**DIRECT & CLASSIFIED SALES**
**National Sales Manager : (Travel & Motoring)**
**Danie Nell** 082 859 0542
danie.nell@media24.com
**Karien Steenkamp** 082 920 8075
karien.steenkamp@media24.com
**Lizel Pauw** 082 876 8189
lizel.kok@media24.com
**Jeanine Kruger** 082 342 2299
jeanine.kruger@media24.com
**Sanetha Meintjies** 084 416 5797
sanetha.meintjies@media24.com
**Nick Fitzell** 071 430 6311
nick.fitzell@media24.com
**Sharlene Smith** 083 583 1604
sharlene.smith@media24.com
**Thea Thomas** 078 450 7771
tthomas@media24.com

**MARKETING**
**Marketing Executive**
**Lea Gerber** 071 386 9015
Lea.Gerber@media24.com

**SUBSCRIPTIONS, RENEWALS & ENQUIRIES**
**PRINT** Tel: 0877401042
| International +27 21 065 0033
Fax: 021 405 1931
Email: **topcarsubs@media24.com**
Sms code: **"topcarsubs"** to 32361 (R1 per sms)
web: **www.my-mags.com**
**Call Centre hours:**
**Monday to Friday | 08:00 to 17:00**
**Saturdays | 8:00 to 13:00**

**DIGITAL** Tel: 0861697827
mysubs.co.za

***topCar*** is published in South Africa by Media24, in terms of an exclusive licence agreement with Bauer Consumer Media.
Printed in South Africa by

MEDIA24

Go to www.imperialauto.co.za and experience

WHILE-WAITING -for-my-flight-

I-think-I'll-

SHOP-AROUND

— FOR - MY —

Dream-Car-

and-maybe-book

-A-SERVICE

- USING - MY -

MOBILE

convenience.

Switch / 5002597A

For all your vehicle needs visit www.imperialauto.co.za or call 011 875 5852

IMPERIAL™ AUTO

Passenger | Commercial | Leisure

Going further. Doing more.

Terms and conditions apply

facebook.com/imperial.auto.sa twitter.com/ImperialAutoSA

JANUARY 2016

# contents


8 Rotary renaissance: RX-7 set to return

## 8 Insider


8 It's back! Mazda's RX rotates full circle
12 The *TopCar* inquisition: Geely's Peter Horbury
14 Sliding a 621kW Mustang around LA
16 Incoming: cars that revved us up this month
18 Lewis vs Jackie: battle of triple-champ Brits
19 Steve McQueen's *Le Mans*: the film of the film


## 20 Opinion


20 *TopCar* columnists: Gavin Green & Dieter Rencken


## 22 First drives


24 **Mercedes-AMG C63 S Coupe** Goes from boulevard cruiser to track slayer in an instant
27 **Mercedes-Benz C300 Coupe** Tamer than the C63 but still a very capable sports coupe
28 **Opel Adam Rocks** Adam drops its roof but keeps its charm
29 **Suzuki Vitara** Suzuki breathes new life into its Vitara brand with a smart and capable SUV
30 **Toyota Prius** Treehuggers queue here please
31 **Toyota Mirai** Hydrogen? It's a gas, gas, gas
32 **Ferrari 488 Spider** vs the elephant in the room
34 **Mercedes-Benz GLC** Merc's 'Q5' to sell in big numbers
35 **Lexus IS200t** Watch out 3 Series; the Japs are coming
36 **Volkswagen Passat** A Wolfsburg rival to ruffle some premium sedan feathers


58

**Hot hatch heaven. Ford's all-new Focus RS has all the ingredients to challenge for the top spot**

82 McLaren's 570S, right on the tail of 911 Turbo S, both literally and metaphorically


## Road tests


38 Ford Figo 1.5 Titanium
44 **Audi RS3 Sportback**
50 Volkswagen Polo Bluemotion
54 **Mercedes GLE 450 AMG Coupe**


## Features


58
### 15 Most wanted cars of 2016
58 Ford Focus RS
66 **New 5 Series & E-Class**
67 BMW M2, Jaguar F-Pace, Tesla Model-X, new Alpine
68 **Aston Martin DB11, Bugatti Chiron**
70 Honda NSX
72 **Range Rover's X3, Land Rover Discovery**
73 Ferrari F12tdf, Porsche Boxster/Cayman
74 **Ford GT**

80
### 12 other cars we want
80 **Fiat 124, Maserati Levante, BMW M4 GTS, Audi TTRS**
81 Porsche Panamera, Alfa Romeo Giulia, Hyundai Creta, Merc-AMG GT3, Bentley Bentayga, Toyota Fortuner, Ford Edge, Volkswagen Tiguan

82
### McLaren's 911 vs the real thing
New 570S goes head-to-head with 911 Turbo S in our 800km tour of Portugal

90
### The Fabulous Four
SA's own sports cars: the Caracal, Dart, Protea and Duphet


## Rear End


96 Tech
96 Five technologies to save diesels
98 Next best things by Volvo's e-tech guru
99 Autonomous tech: Does it work?

100 Gadgets
The latest must-haves

102 Our cars
Updates on our Mazda6, Cactus, Clio, Touareg and BMW 335i GT

108 Car sales
Heads down. October 2015 indicators

130 *TopCar*'s Top 10
This month: coolest tail-lights

mazda
zoom-zoom
THE ALL-NEW
Mazda CX-3
22038 BLACK RIVER F.C.
CX-3
Introducing the first-ever compact SUV – the all-new Mazda CX-3 with KODO design, available with MZD connect to keep you in touch, and 16" alloy wheels for a high ride that's made for the urban landscape. Its 2.0 litre SKYACTIV engine is available in 6-speed automatic or manual transmission, giving you a superb driving experience no matter which option you choose.
mazda.co.za
THE IMPOSSIBLE MADE POSSIBLE.

# INSIDER.

Cars, people, scoops, motorsport, analysis: the month according to *TopCar*

### No distractions

Designer Maeda: 'We reduced the number of elements to the minimum. There is just the saddle leather and a couple of simple dials and controls – no distractions'

### Rotary here please

Compact rotary engine sits well aft of the front axle, effectively making the RX mid-engined. Remainder of enormous bonnet presumably conceals several spare wheels and a stowaway

### There will be light

MX-5 is proof of Mazda's love of small, lightweight cars made of aluminium. RX-Vision will shrink in its transition to road-ready, Porsche Cayman-baiting RX-7

# New RX-7: Mazda's rotary renaissance

Standout beautiful and powered by a next-generation rotary, the RX-Vision is the future Mazda is hell-bent on making real

**BASED ON ITS** showings at the recent Tokyo motor show, Honda – rightly or wrongly – is convinced the future is fuel-cell powered. Over at Nissan, Carlos Ghosn is on a path to autonomous electric mobility via cash-rich funky crossovers. In stark contrast Mazda has gazed at 2018 and seen this: an analogue sports car notable for all that it lacks (a hybrid powertrain, autonomous tech, a neon-lit, tablet-stuffed 'lounge' interior) as the things that it has: fossil-fuelled rotary engine, rear-wheel drive, a manual gearbox and a striking, unfussy beauty.

'This car is the embodiment of Mazda's future vision: the ultimate front-engined, rear-wheel-drive sports car,' said CEO Masamichi Kogai as he pulled the covers from the RX-Vision and the world bit its collective fist in lust. 'It is driving pleasure with excellent environmental performance. The rotary engine has not been an easy path but one day the rotary will make a comeback. There are many issues to overcome but we won't stop working.'

Mazda insists RX-Vision is a concept car in the truest sense, and that a production-ready RX-7 does not lurk in the wings. 'I can tell you that a production car does not exist: this is a pure design concept,' says veteran Mazda designer Ikuo Maeda, whose team created RX-Vision's endless bonnet, fuss-free surfaces and restrained, almost classical detailing. 'This is a pure design exercise, though I hope this is a car with which we can go head-to-head with Porsche. It is our aspiration to take our brand to the next ▸

**Manual and RWD**

No NSX-style fancy all-wheel drive, just driven rear wheels and a manual 'box, though Mazda acknowledges buyers may demand a nice and easy DCT

### Adjustable aero

Rear end dominated by twin exhausts, adjustable rear wing and a prominent diffuser promising downforce, but the body was shaped for style first, aero second

### Look, no creases

Vast, organic flanks designer Maeda's favourite bit – 'Much of this design is adaptable for future products'. Good news

level. I hope we have enough strong voices to dictate that we do that with this car.'

The concept sits on a unique platform and carries its compact rotary motor low and tight against the front bulkhead. At 4389mm by 1925mm and 1160mm, the two-seater comes in shorter, wider and lower than a 991 Porsche 911. 'The concept is on the larger side, but the ideal would be lightweight sports car with a very taut design,' continues Maeda. 'There are a number of potential materials, including carbonfibre and aluminium – Mazda has the technology to exploit aluminium. If you consider the price and engine performance [R880k and 239kW for the 3.4 S] then perhaps the Cayman is an appropriate comparison.'

It's a sentiment echoed by r&d boss Kiyoshi Fujiwara. 'If we mass-produce this car then we would make it lighter than a Cayman. We made the MX-5 a very light car. We'd do the same with this rotary.'

All of which bodes well for a production coupe (and convertible) with the RX-Vision's styling and the RX-7 name. Fujiwara: 'In the past RX-7 was always a two-seater or a 2+2. RX-8 was a four-seater. If we call it RX-9 – six-seater? You can imagine this car's name.' Strengthening the case for a next-gen RX-7 was the reaction to the car in Tokyo: Mazda held sway over the kind of new-product hysteria normally reserved for a new iPhone. As for the timescale, while a 2017 release would make for a neat anniversary launch – the original Cosmo rotary debuted in 1967 – Mazda will have its work cut out to get the car ready. Alfa's crack team may have created the new Giulia in two years but they didn't have the rotary engine to contend with.

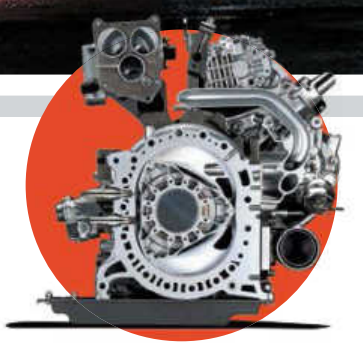
Fond of burning fuel, slurping oil and merrily parping all sorts of filth from its exhausts, the Wankel has caused Mazda no small amount of grief. It won Le Mans for them of course, and the third-generation RX-7 FD is rightly regarded as one of Japan's great sport cars but, as engineer Fujiwara points out, the rotary's also been challenging. 'We have a solution now for the problems but we need to be sure it is durable. We want to do two or three times more testing than we do normally, because we have this past experience of quality problems and causing such inconvenience to our customers.'

Why bother, you wonder? While there are advantages in the rotary's strong output for a given size and weight, and the type's intrinsic smoothness, you get the feeling that, perhaps commendably, at Mazda heart is ruling head.

Maeda: 'I owned one of the first RX-7s and a third-generation RX-7 FD, my favourite. We feel that if we drop the rotary the technology will disappear from the world. For that reason we have the mindset to cherish it. We would dearly like to race with it again too, and if we do I'd like to be behind the wheel!'

The RX-Vision's beguiling form, weighing next to nothing, badged RX-7 and howling onto our roads just as a race version makes a triumphant return to Le Mans in the 2018 24 Hours? Sounds like a future worth striving for.

20-inch wheels set those classic proportions off nicely – RX is one handsome Mazda



## Mazda's plan to save the rotary

> **THE PROS:** Powerful for a given size, smooth and lightweight.

> **THE CONS:** Sealing the rotor unit is notoriously difficult – gases leak past the rotor tips, saddling the car with dirty exhaust emissions and poor fuel economy.

> **THE FIX:** Mazda's developed its own technology to be able to observe the combustion process within the engine, something manufacturers have done for years in order to hone the conventional piston engine to near-perfection. Mazda is feeding this information into computer analysis to yield improvements in exhaust gas quality and fuel economy. It's also working on those all-important rotor seals, and seeking to boost torque – another rotary weakness – through ignition timing.

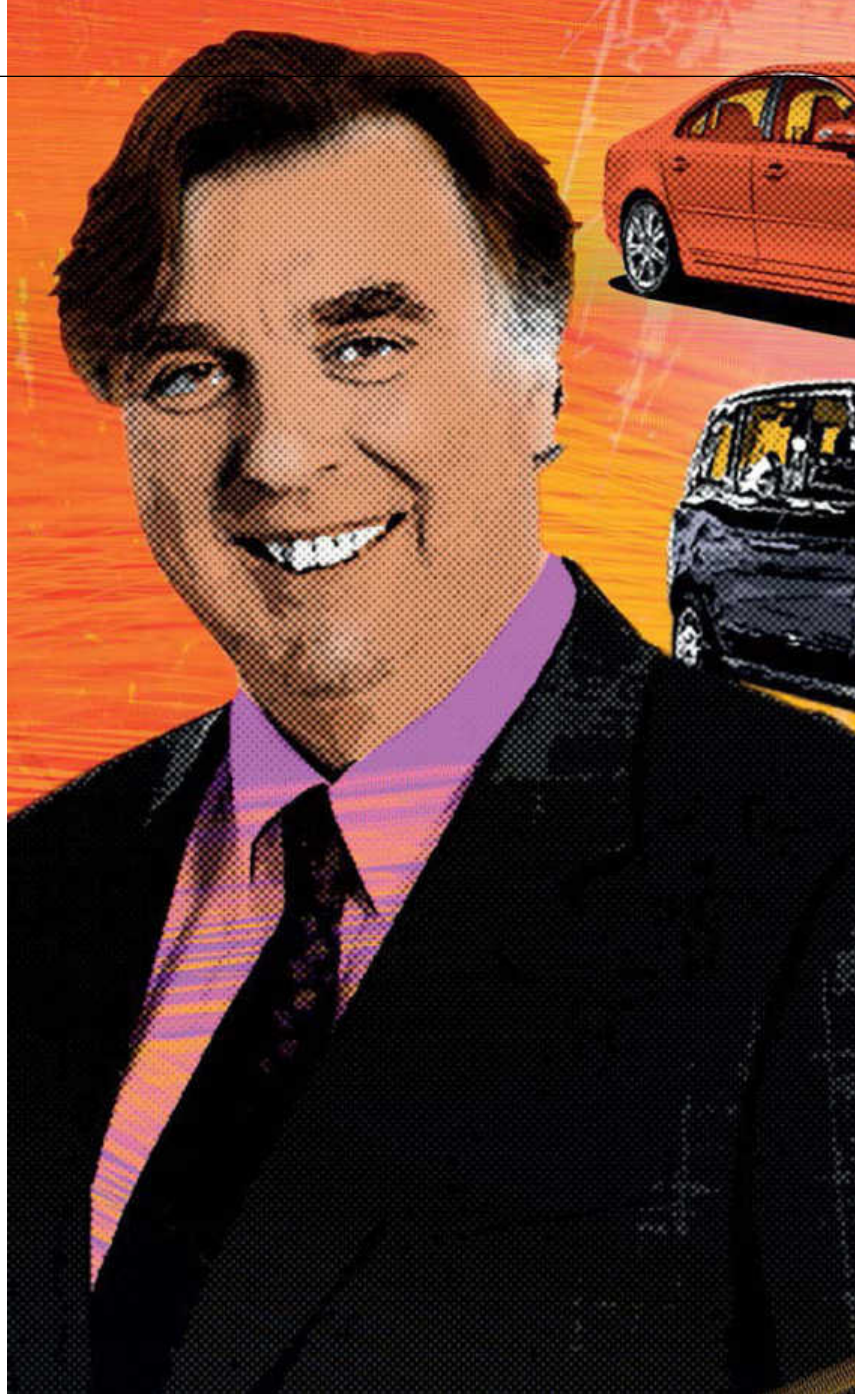
> **THE OTHER OPTIONS:** Hybrid technology has previously been hailed as the rotary's saviour (Audi dabbled with the idea on the 2011 A1 E-tron concept) but Mazda's Fujiwara says, 'We are not currently working on a hybrid rotary.' Turbocharging, as employed on the FD RX-7 and Le Mans-winning 787B, is a safer bet.

NISSAN
Innovation that excites
QASHQAI
NISSAN QASHQAI
THE ULTIMATE URBAN EXPERIENCE FROM R289,900
Master your urban playground in the Nissan Qashqai. With head turning styling and innovative crossover technology such as Around View Monitor*, Chassis Control and NissanConnect*, all seamlessly working together to ensure the ultimate urban experience. It's time to start your story, so book a test drive at Nissan.co.za and discover what driving should feel like.
Dynamic Design | Innovative Technology | Inspired Performance
*Optional Techno Pack on Acenta models
TBWA\HUNT\LASCARIS 043794

## The TOPCAR Inquisition

# 'Copying is over in China. Companies have proper design departments now'

Geely design boss **Peter Horbury** talks up the Chinese company's range and his new taxi for London (while talking down the use of Volvo's parts bin)



**DESPITE CONFESSING THAT** he's old enough to qualify for a bus pass, 65-year-old Peter Horbury shows no signs of quitting. After a distinguished career at Ford and two stints as Volvo design boss – including during the influential '90s when he redefined the 'boxy' brand, courtesy of a pronounced shoulder line and strong, smooth lines on the first-generation S80, S60 and C70 – he ended up back in Sweden in 2009 just before Chinese upstart Geely decided to buy the brand. Moving swiftly to design senior vice president for the Geely Group in 2011, he's spent the last four years putting fire under the brand's ambitions. 'It's a whole new challenge and so much fun,' he enthuses, 'because there was no brand identity before, no design department. My job is to design the next wave of cars but my even bigger job is to bring up a whole new generation of Geely designers capable of taking that momentum into the future.'

Now boasting a team of 320 people he's busy making sure design is at the heart of Geely's car-making process. 'To get a car into production takes an awful lot more than doing a sketch and maybe a clay and giving them to an engineer. That's what Geely did in the past. All the inevitable changes were done by an engineer who hadn't really got the same eye or approach. Now we have to show how design and engineering work together in a way that doesn't lose the design intent. That's as much a part of the education of the company as it is the young designers.'

So presumably there'll be no more copycat designs from Geely – like the awful 2009 GE concept that sullied the Rolls-Royce Phantom? 'It's a strange phenomenon,' concedes Horbury. 'Confucian teaching said that the master knew everything and the apprentice had to learn everything the master knew before

### TOPCAR'S CURVEBALLS
6 questions only we would ask...

**Tell us about your first car...**
'It was a Renault 4 L bought when I was a student at the Royal College of Art. The L stood for "lousy". I had a limit of a few hundred pounds and found it in the Evening Standard newspaper.

**Which achievement makes you most proud?**
'Having the ambition from the age of six or seven to become a car designer and actually getting there. I remember at my grammar school careers night saying, "I want to be a car designer" and my teacher replying, "Have you thought about insurance? Cars need insurance." But I went to art school and in 1974 walked into Chrysler's Whitley studio – now Jaguar's – and started work on the Horizon model. I did the bumper, grille and lamps.'

**What's the best thing you've done in a car?**
'Taking my Ford GT onto the Falkenberg track in Sweden with a professional driver to show me the ropes. Finding out where the limits are, or actually not finding out where the limits are, was fantastic. I still own it.'

**Tell us how you screwed up...**
[Laughs] Dear, dear, me... every car design has at least one mistake, or one thing that could have been done better. On the 1994 Volvo 960 facelift the front bumper seems to be falling off. That side feature line rubbing-strip still really grates on me.

**Supercar or classic?**
I buy *Classic Cars* magazine, so I can choose a different classic every month and not actually buy one.

**Did you know about Geely founder Li ShuFu's unusual poetry-writing hobby?**
Yes, he once sent me a poem he'd written about the moon. It was translated very well into English. He's completely different from any other boss I've previously had...

Geely's 2009 GE. Confucious say 'He who knocks off Rolls shall inherit Peter Horbury'

he could form his own opinions. So copying was very honourable. I'm supposed to be honoured if a company turns out a product that looks like an old Volvo. It came to a head again recently with the Range Rover Evoque copy [the X7 by Landwind]. But copying is over in China. Companies have proper design departments and that's given them confidence.'

Isn't the 'new' vehicle for London Taxi International (a brand also owned by Geely) and unveiled in the capital in October as part of the Chinese president's state visit to Britain, a bit derivative too though? 'When the job to design the next London taxi came up I thought, "that's a great swansong". And the brief was totally clear: it had to look like a London taxi. But it's not a repeat, it's a reminder.'

To be fair to Horbury and his team, he hasn't simply updated the latest TX4. Instead he's 'gone back to the future', taking design cues from the earlier 1958 FX4 Fairway, including the longer bonnet, vertical grille and round lamps, plus a shoulder line that kicks up over the real wheel. It's also longer to fit six passengers, has a large glass panoramic roof so tourists can take in the city skyline and returns to a C-pillar-hinged rear door to make it easier to get into the back after chatting to the driver about his willingness to go south of the river.

Horbury's 'S80' concept was one of the cars that transformed Volvo from its 'brick-like' image. New TX5 taxi set to do the same for cabbies?

Oh, and the drivetrain is a plug-in petrol/electric hybrid promising 50-plus kilometres in full electric mode and has a modern driver's cabin with a large floating centre console and colour touchscreen plus switchgear similar to the latest XC90's. Are some in fact the same? 'I can't tell you,' Horbury chuckles. 'You'll have to make that conclusion'. Designed in Geely's Barcelona studio and built in a new purpose-built factory in Coventry, the idea is to sell the taxi well beyond London and in other spin-off shapes to help its business case. Meanwhile, a new range of Geelys sharing Volvo platforms are coming to Western Europe by 2018 to boost global sales from just over 400 000 in 2014, starting with a Qashqai-sized crossover – what else? – that will, says Horbury, match Ford quality. Will he have his feet up on a round-the-world cruise by then? He laughs at the thought. 'I have an eight-year-old daughter and two sons aged 35 and 33, so I won't be going to play golf. I'm staying young…'

# We hear

## Juicy gossip from the grapevine

**MASERATI'S FUTURE** model strategy is a moveable feast. The world fell in love with last year's **Alfieri concept** (pictured), and optimists expected it in 2016 with a roadster following a year later. But the **Levante SUV** is running late, and resource is currently being channelled into an **electric SUV for the Chinese market** with an unnamed local partner.

So the Alfieri pair have been pushed back to 2018 and 2019. They will run the **3.0-litre V6 turbo** rated at 305 or 388kW.

Today's **GranTurismo/Cabrio** must soldier on with a new infotainment system and the odd

refresher until late 2019 or early 2020. Then we get a roomier 2+2-seater based on the Ghibli platform, with a bigger boot and a choice of **305kW V6** and **3.8-litre V8 in 395kW Sport and 447kW MC flavours**. What about that rumoured MC12-style Birdcage supercar? 'Not right now,' says boss Harald Wester. 'No budget, no engineering capacity.'

Talking of budgets, **Wolfsburg** whispers suggest Volkswagen's cost of **fixing each EA189** diesel defeat device is around **R3000** for software-only cases, and **R12 000** for software *and* hardware.

However, as *TopCar* went to press, the contagion is threatening to spread to Audi and Porsche V6 diesel engines, and potentially some petrol engines…

*TopCar* broke the story that secret talks were underway between **BMW and McLaren** to co-develop a new BMW **supercar** (above), mating a 560kW German V8 with a British carbonfibre tub. Frank van Meel, head of BMW's M Division, has poured cold water on the story – for the simple reason he naturally wants his team to produce any future supercar in-house. Which avenue BMW will go down is still up in the air, but rumours suggesting a supercar partnership with Lexus are unfounded – at least according to one BMW board member who quipped 'only over my dead body'.

## In the moment

# Sliding a 621kW Mustang around LA

**Ken Block's** alternative guide to downtown city driving, Gymkhana-style

### 01 Playground LA

'It takes a production company with movie-making experience to pull off something like *Gymkhana 7*. They've got great scouts, to find locations and work with the authorities to make it happen. Luckily I don't have to do any of that. I get to script the run with my team, and then to drive it. It's two-part fun for me.'

### 02 A super-soft set-up

'The suspension set-up is key. I like to drive my Gymkhana cars like you would a rally car on a gravel stage. The set-up is soft so the car moves around, you get more dramatic weight transfer and it's easy to break the wheels loose. When I brake hard the rear end goes light and I can set it into a drift pretty easily.'

### 03 621kW and no forced induction

'I don't need crazy power, just useable power. I like 450-600kW and a broad spread of power. [Some engines] give peaky power in a narrow range, but the V8 is flexible with great throttle response. You can baby it around on the torque but there's a lot of horsepower when you need it.'

### 04 Handbrake or throttle?

'A bit of both. I use the handbrake when I want to precisely place the car. I use weight transfer and throttle, which comes back to the set-up and tyres. Pirelli doesn't make a drift tyre so they made me one from one of their performance moulds using our compound.'

### 05 All-wheel drive

'It's a 4wd powertrain with a centre diff that disengages the rear drive when I use the handbrake, so I can lock the rear wheels without locking up the engine. I can drive around with the handbrake on if I want. It's a three-pedal set-up. For filming I don't left-foot brake but if I'm racing for time I'll do it.'

### 06 Minimal clocks

'The important dials are engine temp and rpms – there's no speedo. The main thing is engine temp. The car doesn't get a lot of airflow because there's not a lot of high-speed work, so we're always concerned with keeping the engine safe. This is the first V8 on a *Gymkhana* car – it's a great engine.'

## NEW CAR DEBRIEF > RANGE ROVER EVOQUE CONVERTIBLE

1 **Roofless streak** – purists may tut, but the Evoque Convertible's set to sate the appetites of those for whom SUV coupes aren't sufficiently flamboyant. Land Rover may just be ahead of the curve in this premium niche.

2 **Less is more** – so hearty is the re-engineering – strengthened floor, new windscreen surround, sturdier doors – the cabrio has greater torsional rigidity than the three-door, albeit with a near-280kg weight penalty. 4WD and nine-speed auto standard, 177kW petrol or 140kW diesel engines.

3 **Hoodwinked** – Remember the 2012 concept's rigid tonneau cover? It's vanished. Instead, the largest fabric roof in production concertinas behind the seats, its front third serving also as a vanity panel. Only four seats here, with an inconveniently-narrow letterbox boot opening out back.

4 **Spring sale** – prices are yet to be confirmed but it's not going to be cheap. You can expect prices to be be north of R900 000 when it arrives in showrooms in the second quarter of 2016.

NIVEA MEN
IT STARTS WITH YOU
SA'S Nº1*
NIVEA MEN
CREME
NEW
MEN! THIS IS YOUR FACE CREME.
Try the quick and easy FACE CREME for better looking skin. It's NON-GREASY, FAST ABSORBING and more AFFORDABLE than you think. Also available in Even Tone Creme with UV protection.
*Nielsen market value share, total male grooming category, 12mm Dec 2014.
FIND OUT MORE AT NIVEAMEN.CO.ZA

# Incoming

The cars that revved us up this month

## Nissan IDS Concept

Nissan says we shouldn't assume the IDS previews Mk2 Leaf styling, but who are they kidding? This all-carbon electric concept is a statement of the company's thinking about autonomous driving tech, which it remains committed to introducing by 2020. The 'Intelligent Drive' features include full 'piloted driving' capability – in which the steering wheel retracts into the dash – and the option to park it via iPad. Somewhat alarmingly, it's proposed the autonomous mode will mimic the owner's driving style, rather than proceed in the most logical and orderly fashion, but sensors and LEDs around the car aim to signal reassurance to cyclists and pedestrians. Skinny tyres and aero optimisation maximise driving range.

## Lexus LF-LC Flagship Concept

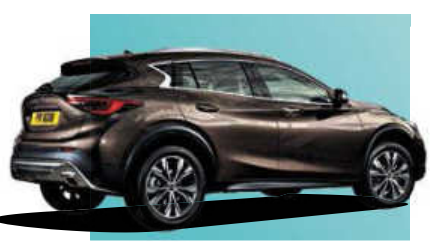
It's a vast four-door saloon with coupe-ish styling and a hydrogen fuel-cell powertrain. Visually, it gives us a good idea what the next LS flagship is going to look like; technically it might be a bit more far-fetched – though Toyota has just put the hydrogen-powered Mirai on sale in the UK, so it has the capability. Key design features include a grille big enough for barbecuing small animals, muscular haunches and tail lights that look like giant boomerangs having an orgy. The spacious four-seater interior includes gesture control, which should be a given since the BMW 7 Series already offers it. In-wheel motors at the front and conventionally motor-driven rears create torque vectoring 4wd.

## Yamaha Sports Ride Concept

It's no OX99-11 but this is a pretty bold statement from Yamaha. Following on from 2013's Motiv city car concept, the Japanese motorbike maker has once again teamed up with Gordon Murray to show a four-wheeler based on the erstwhile F1 design maestro's 'iStream' manufacturing process. This time it's a low-slung sports car and the bones of the project are built from carbonfibre – a first for iStream – in an effort to convince the world that the wonder weave can be cost-effective as well as superlight. There's a tantalising suggestion the Sports Ride could be powered by a Yamaha bike engine for high-rev thrills, but at this stage it's all just wishful thinking. Production not confirmed.

## Mazda MX-5 Speester

Mazda has chucked out a load of bulk from the already-flyweight convertible by some pretty extreme changes, wrought with the help of the tuning fraternity. It's about as basic as a modern car can be, with the stripped-back vintage design providing a beautiful facade to complement the vehicle's already good handling ability. The low-slung MX-5 Speedster features carbonfibre doors and seats, small 16in rims and even drops the windscreen and hood altogether, weighing in at a feathery 943kg. It's still powered by the regular 2.0-litre four-cylinder engine – meaning 118kW and 200Nm, but Mazda has not issued any acceleration figures yet.



## Infiniti QX30

The QX30 is a sister car to the recently launched Q30 hatchback. It's built upon the same Mercedes A Class-derived platform with a mix of Renault-Nissan and Merc powerplants on the engine list. The ground clearance is greater, naturally, and many variants will be offered with four-wheel drive.

## VW Beetle Dune

It's a higher-riding, butched-up kind of Beetle. VW says it's inspired by '70s dune buggies, although with its tea-tray rear spoiler, wider track and wheelarch extensions we wonder if the design team might have pinned a 911 Turbo picture or two to their 1970s moodboard as well.

Continental
The Future in Motion

XMC16001

# Are you dressed for the occasion?

You wouldn't wear scuba gear to the most special of occasions ...
So why fit your car with the wrong rubber?
Continental's world-class tyres make the most of your car's cutting-edge capability: advanced technology equals advanced safety.

No substitute: Treads for Life

When braking counts.

ContiPremiumContact

- Outstanding braking performance in both wet and dry conditions
- Precise handling and unbeatable driving stability
- Excellent resistance to aquaplaning
- Approved for original fitment by leading vehicle manufacturers globally

AVAILABLE AT:

BestDrive
You drive, we care.

Tiger
Wheel&Tyre

www.continental.co.za

Of course Jackie raced in an era before the FIA imposed restrictions on sideburn width

MOTORSPORT

# Lewis vs Jackie: who's king of the triple-champ Brits?

It's taken 42 years for another British driver to match Jackie Stewart's three F1 titles. Who's the bigger hero? By **Tom Clarkson**

**HE PARTIED ON** Monday and slept on Tuesday, but what did winning a third world title at the US Grand Prix bring Lewis Hamilton, other than a hangover and a healthy bonus from Mercedes Grand Prix?

In a word: notoriety. There have been 64 F1 world champions, but only six three-time champions and Lewis is now one of them. He can be mentioned in the same breath as Jack Brabham, Jackie Stewart, Niki Lauda, Nelson Piquet and, most significantly, Ayrton Senna; Lewis has always wanted to equal the achievements of the late, great Brazilian. 'I pinch myself every day,' says Lewis, 'but it still hasn't sunk in.'

Jackie Stewart was in Austin to witness Hamilton's title success, 42 years after he clinched his third title for Tyrrell in 1973. 'This is a great day for Lewis,' said Stewart. 'He's driven brilliantly this year, but I still think he can get better. He's 30 years old, which means he's reaching maturity and now is the right time to improve on that. He has experience and from experience you gain knowledge, and with knowledge you can improve yourself. I think his best years are still ahead of him.'

Stewart retired from driving at the end of 1973, at the age of 34. It had been an emotional season, following the deaths of his friend Roger Williamson and his team-mate Francois Cevert, and it was an intense year of travelling, with new races in Brazil and Sweden.

To this extent, there are parallels between 1973 and 2015. We witnessed heart-wrenching scenes in Hungary, when F1 struggled to come to terms with the death of Jules Bianchi, and there have been changes to the calendar too, with the last-minute absence of the German GP and the addition of Mexico.

Even the lifestyles of Stewart in his pomp and Hamilton aren't dissimilar. Lewis travels regularly to America, where he has a house in Colorado, and Jackie used to hop across the pond frequently. In 1971 he flew across the Atlantic 86 times, fulfilling driving commitments in CanAm and a burgeoning career as a commentator for ABC Sports.

Both men mix with A-list celebs, Lewis with the likes of Rihanna, Pharrell Williams and Nicole Scherzinger and Jackie, back in the day, with Princess Grace of Monaco, George Harrison and Princess Anne. They both push the limits of fashion, Lewis with his tattoos and urban chic, Jackie with his sideburns and corduroy caps. Their driving styles are very different. Jackie was all smoothness and guile, while Lewis is more of a hustler and has great bravado. There is no doubting Lewis's domination this year; he's won 10 races (with two rounds to go) to Stewart's five in '73 and he's taken 11 poles to Stewart's three.

How much more can Hamilton achieve? 'I want to win more titles,' he says, 'but I have no goal in terms of a number. I don't think I'll beat Michael [Schumacher]'s seven; in fact, I hope no-one beats Michael because he's a legend.' Question is: at what point does Lewis himself achieve legend status?

## Bloke test

| LEWIS | | JACKIE |
|---|---|---|
| **F1 CAREER** | | |
| 9 seasons (so far) | LEWIS WINS | 9 seasons |
| **F1 TEAMS** | | |
| McLaren, Mercedes | DRAW | BRM, Matra, March, Tyrrell |
| **RECORD** | | |
| 43 wins, 85 podiums, 49 poles, 26 fastest laps | LEWIS WINS | 27 wins, 43 podiums, 17 poles 15 fastest laps |
| **EARNINGS** | | |
| R420m (2015) | LEWIS WINS | R4.2m (1973) |
| **CELEBRITY FRIENDS** | | |
| Pharrell Williams, Rihanna, Nicole Scherzinger | DRAW | Princess Grace, Elizabeth Taylor, Richard Burton |
| **NICKNAME** | | |
| Hamster | JACKIE WINS | The Flying Scot |
| **CATCHPHRASE** | | |
| 'Hammertime!' | LEWIS WINS | 'Let the car do the work' |
| **FASHION SENSE** | | |
| Urban cool | JACKIE WINS | Sophisticated, with a touch of '70s hipster |
| **FAVOURITE FOOD** | | |
| Peanut butter on toast | LEWIS WINS | White bread with a black crust on the top |
| **LEWIS WINS 5:2** | | |

Stewart's Tyrrell-Ford (right). Trickier than Hamilton's Merc?

GETTYIMAGES

# *Le Mans*: the film of the film

New documentary lays bare the truth behind McQueen's flawed race odyssey

**LE MANS IS** a terrible movie. The storyline is thin and there's no dialogue for the first 38 minutes. When it was made in 1970 it had the biggest budget of any Steve McQueen film to date, but it still managed to go over-budget and its chaotic production cost him close friends and creative collaborators. The critics hated it and it was a box-office flop. Yet it now has a cult following, because it remains arguably the most evocative, accurate representation of one of the most exciting, glamorous eras in motorsport. That was really all McQueen wanted to do: he didn't want much of a script or storyline. 'I don't think there is any racing driver who could tell you why he races,' he said. 'But I think that he could probably show you.'

The sad story of *Le Mans* has been told before, but a new documentary tells it afresh with remarkable new material. In garages and long-forgotten archives the producers found hours of behind-the-scenes footage: *Le Mans* was previously thought to have been a 'closed set'. And hidden under a stage in a studio in LA they uncovered the original rushes: the famed 'million feet of film' reported to have been shot, but which was thought to have been destroyed. Lost footage of Porsche 917s and Ferrari 512s thundering down Mulsanne deserves to be seen on the big screen, so the documentary is being given a cinema release.

But although the material is better than the bad TV footage the producers of Senna had to work with, the story isn't as compelling or important, and the storytelling not as polished. *Steve McQueen: The Man and Le Mans* could do with another edit, not least to the title. The narrative is pleasingly free-form and the recordings of interviews with McQueen – some also newly discovered – allow him to tell his own story. The contributors are impressive, from Swedish actress Louise Edlind, who became an MP and hasn't spoken about the film for decades, to British racing legends Derek Bell and David Piper, who drove in the race scenes. The film reveals a few new facts which will be of interest to McQueen or motorsport obsessives, and it's of wider interest as a document of how chaotic Hollywood could be: the *Le Mans* crew shot for months without a script, which explains a lot. But the film feels repetitive in places and there are some cheesy documentary tropes, such as the interviewees all being filmed in front of the same weathered tarpaulin, and being asked to give long, meaningful stares into the camera.

It's an okay documentary about a flawed movie. But like *Le Mans*, you should go see it anyway.

**BEN OLIVER**

## Connect 4

### SUZUKI KEI CARS

We know Suzuki for Swift and Vitara, but back in Japan it's a kei-car pioneer

**Mini pick-up**

Suzuki Mighty Deck concept (2015)

Japan's 'kei' or microcars subscribe to strict rules on engine size and footprint, but beyond that, anything goes. Hence the new Mighty Deck, a tiny lifestyle pick-up. Sounds weird, but Suzuki has previous form with a production micro ute called the Mighty Boy. Quite.

**Mini people carrier**

Suzuki Wagon R (1993-present)

A kei-car best-seller now on its fifth generation. The original 1993 Wagon R was among the first to use the 'tall boy' body design for extra interior space. The bigger, non-kei Wagon R+ (pictured) led a double life as the Opel Agila.

**Mini performance**

Suzuki Cappuccino (1991-1997)

Weighing 725kg and powered by a 47kW 657cc three-pot turbo, this diminutive roadster hits 100kph in 8.0sec – which probably feels fast enough in something the size of a running shoe.

**Mini motoring**

Suzulight (1955-1969)

Suzulight is the name Suzuki chose when it branched out from motorcycles to cars in 1955, creating a whole range to take advantage of the new Keijidosha ('light car') regulations. Suzuki has been a leading kei-car producer ever since.

# Gavin Green

THE VOICE OF EXPERIENCE

## 'VW will no longer splash cash on vanity projects, meaning no Audi F1 team and probably no Le Mans'

**THE FRANKFURT MOTOR** Show, as usual, was full of German car company chiefs looking pleased with themselves, apart from BMW's Harald Krüger who fainted. Expansive and expensive stands promoted the collective industrial might of the world's most successful car producing nation, including the achievements of the newly crowned number one global car maker, Volkswagen.

Of course the senior people at German car companies are (mostly) very clever and there were some great new concept cars. But sometimes their sense of their own perfection can be trying, so it was something of a relief to have a cup of tea at the end of the first press day with Peugeot's likeable CEO Carlos Tavares. As we spoke about possible trends, he said: 'You know anything can happen in this industry – tomorrow morning you may have a big surprise.'

Four days later the VW emissions scandal broke and many Volkswagen senior managers suddenly became (to paraphrase Churchill) immodest men who have much to be modest about. How the mighty fall! This wasn't so much progress through technology, as Vorsprung durch Treachery. There was much *schadenfreude* from rival French, Italian, American and British car bosses, until they saw their share prices fall too.

The VW scandal moves fast. As you read this, there may not even be a VW Group. Here are a few observations and predictions.

**1.** Many owners will ignore the recall. Their 'fixed' cars will almost certainly use more fuel and/or be less powerful, no matter what reassuring words VW utter. As the recall is not 'safety related', it is not mandatory. So watch those VW recall letters head for the bin… Unless there's compensation on offer, of course.

**2.** Despite suggestions that owners of Golf diesels are emitting equivalent toxins to Puffing Billy every time they accelerate, the affected vehicles are still cleaner overall than almost any car more than five years old.

**3.** If legislators are serious about NOx and particulates in cities, they should ban most buses, taxis and trucks.

**4.** Diesel fumes, even from 'clean' EU6 compliant cars, supposedly cause cancer. Then again so does sunshine, wine, coffee, bacon, coconut oil, pickled vegetables, shift work and ham sandwiches.

**5.** The Golf was the best mid-sized hatch on sale in early September and it still is today. So don't cancel that order.

**6.** On the other hand, if you ordered a Jetta or Touran and still await delivery, this may be a good excuse to get your money back.

**7.** The VW Group will no longer splash cash on vanity projects, meaning no Audi F1 team and probably no more Le Mans.

**8.** Fiat boss Sergio Marchionne, annoyed by VW taunts about buying Alfa Romeo, will get his revenge and start a rumour that he wants to buy Audi or Porsche – or maybe the whole VW Group. He may even be serious (he tried to buy GM Europe in 2009).

**9.** The Greeks will be laughing.

**10.** Greed and megalomania caused VW's downfall. They were so desperate to be the world's number one car maker, they cheated.

**11.** The availability of good electric cars can't come soon enough. Anyone who has driven a BMW i3, i8 or Tesla Model S knows this.

**12.** Diesel sales will continue strongly in Europe, with only a modest dip, at least for another five years.

**13.** Diesel sales will collapse in America.

**14.** Environmentalists who urged us to embrace diesels 20 years ago will take no blame. 'It's all the fault of multinationals.'

**15.** Yet they were right – diesels were the best solution to reducing $CO_2$ in the '90s, and are still the best short-term solution now.

**16.** Americans who now reject fuel-efficient VW diesels will buy over-sized petrol SUVs instead. So that's real eco progress…

**17.** Future generations will look back in amazement and wonder how legislators allowed factories and vehicles, burning filthy hydrocarbons (coal, diesel, oil, petrol etc) to poison our air.

**18.** The legendary LJK Setright, a Cicero among we scribblers, will be spinning excitedly in his grave. He always detested diesels.

**19.** Official consumption and $CO_2$ figures are, of course, a joke. The biggest disparity between real $CO_2$ and official figures is with plug-in hybrids, darlings of the self-righteous. Anyone seriously believe a Cayenne hybrid is cleaner than an Aygo?

**20.** Finally, German car makers will show great humility at the next Frankfurt Show (I am not confident about this). tc

# SUBSCRIBE TODAY

Subscribe to the digital version of TopCar for 12 months and get a

**R100 discount**

coupon when you spend R250 or more on the takealot app.

**The subscription is R28 p.m. - you save 20%**

Download the takealot app on your device for exclusive deals and free delivery

mysubs

**CALL:** 0861 697 827

**VISIT:** www.mysubs.co.za

**TERMS AND CONDITIONS:** This offer is valid until 10th January 2016. The coupon can be redeemed through the takealot app. Discount coupon will be sent to subscribers within two weeks after the cut-offdate. For digital magazine queries, call 0861 697 827 or, for international queries, e-mail support@mysubs.co.za. For printed magazine queries please call 087 740 1043 or, for international queries call 021 065 0033.

# Dieter Rencken

THE F1 CRITIC

## In the face of exorbitant engine costs and uncooperative suppliers, Todt and Ecclestone have proposed Indycar-based units, with balance-of-performance mechanisms similar to those used in the World Endurance Championship

**IT SEEMS INCREDIBLE:** After five years in development, a billion bucks collectively spent and less than two years after introduction, Formula 1 seems hell-bent on ditching the exquisite 1600cc turbo hybrid power units in favour of 2.2-litre V6 engines based on common-or-garden Indycar designs.

What brought about this remarkable volte-face? In two words: economics and politics.

Some history: Back in 2009 when the current units were formulated by the Max Mosley-era FIA, the plan was to attract motor manufacturers hoping to push 'green' credentials. They would then, in theory, supply their own teams, and provide cut-price units to independents. Once the regulations had been framed BMW, Honda and Toyota, though, exited F1 stage left, with Cosworth failing to raise the necessary budget.

Audi and Hyundai failed to join as anticipated, and the sport found itself with just three engine suppliers – Ferrari, Mercedes and Renault – rather than at least six companies collectively supplying 12 teams. After last-named dismally failed to deliver a competitive unit, the independents found themselves held to ransom by the Italo-German duopoly.

Not even Honda's return – a year into the formula – broke the stranglehold, for the Japanese company myopically granted a veto over supplies to additional teams to exclusive partner McLaren – which team boss Ron Dennis immediately invoked when Red Bull, having earlier resorted to vociferous public criticism of Renault's engines after persistent blow-ups, came knocking.

Where the teams had paid the equivalent of around R150m per annum for a two-car engine supply of the 'old iron' V8s (admittedly with rudimentary KERS) through to end-2013, the price doubled (more in some instances) for the 'green' engines, pushing the independents to the brink.

Within a year of their introduction the engine prices forced Caterham and Marussia into liquidation, while Sauber, Lotus and Force India perennially find themselves in dire straits – with even Red Bull being critical of the costs.

Having effectively given up on Renault units, both Red Bull teams were left hanging without competitive engines for 2016 – that an operation could give notice of contract without lining up a viable alternative beggars belief, but stranger things have happened in F1 team management – and, in one foul swoop, F1 faced losing half the field.

Thus FIA president Jean Todt and F1 tsar Bernie Ecclestone were forced to intervene, calling for a halving of engine prices and easing of supply lines. Instead Honda continued to focus on McLaren, while Renault summarily elected to withdraw from customer supply after deciding to supply only Lotus should it complete its purchase of the beleaguered team it once owned.

Ferrari and Mercedes used their votes on F1's contentious Strategy Group to block Todt's plans, which proposed that engine prices be capped at the equivalent of R180m. When Todt and Ecclestone threatened to use their combined influence to force the matter, Ferrari simply invoked its historic veto (that word again), granted in the 1980s to protect its sporting and technical interest during the rise of British teams.

The move marked the first time Ferrari had triggered its veto on patently commercial grounds, arguing the price cap could cost Ferrari up to R400m across its customer base. It cannot be purely coincidental that the Scuderia invoked the veto just days before it listed on the New York Stock Exchange. Clearly Ferrari's days as rampant stallion are over; its mission now being cash cow for the Fiat Chrysler Alliance…

However, opposition to the plans forced Todt and Ecclestone to seek alternatives, and thus they proposed Indycar-based units, with balance-of-performance mechanisms similar to those used in the World Endurance Championship, where 2.0-litre turbo / 4.0-litre petrol units take on V6 diesels on equal terms, providing a level playing field. Price of said units? Projected at under R100m per annum per team…

During the Brazilian Grand Prix weekend the FIA called for expressions of interest from parties with the technical expertise and logistical structures to produce such engines for 2017. Once final specifications are agreed the matter will be put to tender, with the usual suspects expected to apply – if, that is, the matter stretches that far.

Some in the paddock see Todt's tactics as a simple attempt at forcing the duopoly to accept cost caps in the knowledge that specification engines will not only lose them their customers base, but leave Mercedes and Ferrari at the mercy of the governing body, which alone will fix B-of-P parameters. Equally, development costs incurred to date by Ferrari and Mercedes will have been wasted after just three years.

Others, though, see the engine tender as a declaration of war over control of Formula 1 after the power base gradually shifted towards the manufacturers, with the cost of engines simply providing Todt and Ecclestone with an excuse to flex their muscles. Stand back… tc

ILLUSTRATION LYNN CERFONTYNE

# BUY YOURS NOW!

## Road Test Annual 2014/15 is on shelf now – don't miss out!

THE DIGITAL EDITION IS AVAILABLE THROUGH **MYSUBS.CO.ZA**

MERCEDES-AMG C63 S COUPE

# 50 SHADES OF SLAY

Today's four-seater sports coupes must be all things to all people: poser, mile-muncher and track slayer. Nailed it! By **Wayne Batty**

**SHOULDERS JUST BELOW** the window sills, you sit low on optional 'performance' seats that look madder and hug harder, in a cabin coated in Artico, aluminium and carbonfibre. Grab the flat-bottomed part-nappa-trimmed wheel, hit the starter, toggle to Sport Plus on the AMG Dynamic Select switch, engage Drive on the column stalk and launch.

A 375kW power station slingshots you forward like you're a medieval boulder on a castle crushing mission. The difference is the sound. Instead of a deathly quiet *whoosh* as you cleave the air, this 1725kg Stuttgartian boulder makes the sound of modern warfare in Dolby Surround 7.1. Through the wide open exhaust flap it's all artillery fire, mortars and background anger. Only one car sounds more ferocious, but we won't mention that British F-word here.

Approaching the frontline, it's time to pick sides so you ease off the throttle pedal and call on the meaty 390mm diameter retarders (360mm at the rear) to trim off the excess. The 7-speed MCT transmission blips the throttle twice as it drops two cogs and you turn in, the dynamic engine mounts in Viagra mode taming the V8's inertia. The steering's a real ally providing all the intel and appropriate resistance to pick your way accurately and confidently through the corner. With a rear track – 50mm up over the sedan – now as wide as the old Black Series coupe and the electronically controlled limited-slip differential sorting the traction for you like Hamilton himself you turn the power fully back on like Eskom after another tariff hike.

For once the ride's not rock hard, but in this setting the three-stage dampers have a short fast rebound action that at speed is akin to the buffeting of a ski boat on choppy water. ▸

14

Keep the accelerator pinned for more than a few seconds and you'll be travelling at 'just lock me up officer' speed. Zero to 100kph is a 3.9-second, speech-slurring, vision-blurring reality. There are faster cars around, but not so many at this price. With 700Nm of always-on torque at the ready, stamping on the gas gets the rear end thrashing about like a Great White shark in a feeding frenzy. Sorry, but painted in matte grey, the analogy seems apt. Want more? Engage Race mode for maximum crazy as the ESP switches automatically to sport handling mode. It'll still tame the most injudicious combination of steering and throttle inputs but not before you've left skid marks or left skid marks, if you catch my drift. Around the tricky 26-corner Ascari circuit near Ronda in Spain, the C63 S proved that in the right hands it'll just about keep up with a properly driven AMG GT S. You do feel the mass, but the nose is less affected by it than you'd think, turning in with alacrity and handling the track's two chicanes like a former Olympic slalom skier after a few gluhweins – tidy, if not outright competition ready. The only time the V8's weight comes into play is under hard braking when the rear end gets light and twitchy.

The C63 S is a mad, addictive amphetamine. But dial it back to Comfort and you may as well have popped a Xanax and gone driving in your mum's C200. Yes, it can cruise along a coastal road, cross a continent or drop the kids off at school in convincing serenity, its weapons of war hidden beneath a thick comforter.

Merc-AMG may have gone a little bonkers lately, but the C63 S can still do the old-school Mercedes-Benz thing. What it cannot do is look as tame as one. This time around AMG's style-mongers battled hard for more differentiation, and won. So the C63 Coupe looks much more purposeful even than the sportiest C-Class sedan, especially at the rear where flared wheel arches and wider tyres star alongside a bootlid spoiler extension, striking tail-lights and a more boldly sculpted quad exhaust and diffuser arrangement. Get one in stealth paint, both carbonfibre exterior packages and black 19s for max shock factor at the golf club. Or better still, grab a (limited) Edition 1 model in designo magno selenite grey matte paint, 19- and 20-inch mixed-size black alloys edged in an eye-searing yellow (yes, yellow) hue with matching yellow calipers and stripes that race along the bonnet, over the roof and onto the bootlid. Seriously, you'd need to go full Liberty Walk to make it look any wilder. TC

**HIGHS**
Stunning looks, searing speed, prodigious grip

**LOWS**
Waiting until March to drive it again

**VERDICT**
From docile to explosive and 48 stages in between

Carbonfibre packages add a racy edge. AMG Dynamic Select toggle switch will be well used. Floor it and the needle struggles to keep up. Mad as hatters Edition 1: see you at the next big tuner show

**Mercedes-AMG C63 S Coupe**
› **Price** R1337931 › **Engine** 3982cc, 32v, V8 Biturbo 375kW @ 5500-6250rpm, 700Nm @ 1750-4500rpm
› **Transmission** 7-speed automatic, RWD
› **Suspension** Multi-link front and rear, 3-stage dampers › **Performance** 0-100kph in 3.9sec, 250kph (limited), 8.9ℓ/100km, 209g CO2/km
› **Length/Width/Height** 4767/1832/1456mm
› **Kerbweight** 1725kg › **On sale** March 2016

## MERCEDES-BENZ C300 COUPE

Arresting elegance dusted with a pinch of AMG spice

# The tamer siblings

**RELAX, MERCEDES-BENZ'S** new coupe also comes in less visually and mechanically potent varieties. Non-AMG models share just doors, roof and bootlid; every other body panel is purposefully more elegant. Up front the three-pointed star sits within a sea of chrome-tipped 'diamonds' ensuring it won't be mistaken for anything else. Voluptuous curves and graceful proportions plus a pleasingly less droopy side crease line and an S-Class coupe-mimicking rear end combine beautifully. In current Benz fashion, AMG Line exterior and interior styling packages are available for those of a sportier bent. Front occupants familiar with the current C-Class will feel right at home, revelling in a cockpit design that, specced appropriately, is a visual and tactile treat.

Longer and wider than its predecessor, the new coupe also rides on an 80mm-longer wheelbase which provides a welcome boost to cabin space. Rear-riders benefit from increased head and elbow room. They'll also appreciate Merc's Airmatic air suspension, an unusual option in this class that raises the coupe's ride quality from comfortably competitive to impeccable. A short drive into the hills near Malaga, Spain reinforced the C-Class Coupe's key positives of a supple ride, co-operative steering and fluent handling characteristics. It's sporty enough without ever being tiresome in its demands. About the only quibble is the pronounced wind noise around the front pillars at speed. Easily drowned out by the superb though optional Burmester audio system.

The local launch line-up comprises two petrol-drinking models – both 2.0-litre turbo units – and a C220d powered by Merc's torquey 2.1-litre turbodiesel mill. All three, along with the two V8-engined AMGs, land this March.

We tried the C300, a 180kW version of the 2.0-litre turbo four that offers plenty of thrust but perhaps too much enthusiasm with an uninspiring engine note when extended that descends into a monotone drone during sustained bouts of acceleration. There's no doubt a less-stressed six would better suit this car, if only to boost refinement higher up the rev range. Driven with less verve, as it more than likely will be, it's a fine motor that delivers strong early- to mid-range punch and promises not to quaff its unleaded reserves too quickly.

As with the sedan, the coupe can be had with an array of semi-autonomous driver aids that on our test car included active steering assistance in conjunction with lane keeping. Along with adaptive cruise control, this allows multi-lane highway travel with minimal driver input as the car steers and maintains a fixed gap to the vehicle ahead. You can't yet get in the back and take a nap – a regulatory no-no – but that scenario is not far off.

Prices start from R529900 for the 135kW/300Nm C200 rising to R634900 for the C300. A C220d will set you back R569900 plus an extra R49k for the desirable Edition 1 package with its gorgeous (or is that adventurous?) interior colour combination of nut brown and black upholstery with turquoise topstitching. tc

**Mercedes-Benz C-Class C300 Coupe**
› **Price** R638696 › **Engine** 1991cc, 16v, 4cyl turbo 180kW @ 5500rpm, 370Nm @ 1300-4000rpm
› **Transmissio** 7-speed automatic, RWD
› **Suspension** Multi-link front and rear, optional air springs › **Performance** 0-100kph in 6.0sec, 250kph, 6.8ℓ/100km, 157g CO2/km
› **Length/Width/Height** 4686/1810/1405mm
› **Kerbweight** 1490kg › **On sale** Mar 2016

# Up and Adam

The Opel Adam Rocks adds the convertible crossover treatment to an already good car

**By Aaron Borrill**

**THE ADAM HAS** been a messiah of sorts for Opel in South Africa selling over 1 200 models since its debut last year, a figure that accounts for roughly a third of all luxury superminis sold over the same period. What's more, Opel is gunning for an even higher market share with the introduction of this, the Adam Rocks – a ragtop urban crossover of sorts.

In partial justification of that 'crossover' bit, Opel has beefed up Adam's exterior with plastic cladding and front/rear skid plates, raised the ride height by 15mm, tweaked the suspension and widened the tracks. It looks pretty stylish as a result. While not a convertible in the traditional sense of the word Rocks still embodies open-top motoring with a full-length fabric roof that opens in just seven seconds. Inside, the architecture and switchgear remain pretty much unchanged over the hardtop sibling, with a decent amount of space despite the dinky proportions. As with the regular Opel Adam the Rocks can be personalised quite extensively with various wheel clips, logo bars, side mirrors, rear-view mirror covers and stickers.

Rocks embodies open-top motoring with a full-length fabric roof that opens in just seven seconds

Powered by Opel's impressive 1.0-litre three-cylinder turbo engine that produces 85kW and 170Nm, the Rocks feels perky from lowdown and is able to overcome its 1 088kg kerb weight with relative ease. Tractability is also excellent but the little engine does feel starved for power up at altitude, especially in the higher echelons of the rev range. Keep the throttle pedal pinned however, and the 0-100kph sprint should be covered in less than 10 seconds. Fuel economy is also very good with a quoted combined cycle of 5ℓ/100km (we managed 8.2ℓ/100km over an undulating launch route). And the ride quality? Well, it can be quite hard at times yet still manages to deliver a good balance between sporty and comfort, while the responsive steering allows you to confidently scythe through corners.

With no direct rivals the Opel Adam Rocks looks set to carve a successful niche for itself in the luxury A-segment and continue Opel's new-found verve in the market. While not pocket change by any stretch of the imagination the R273 400 sticker price will attract many trendy up and comers looking to set themselves apart from the glut of quotidian offerings currently doing the rounds. TC

AaronBorrill

**Opel Adam Rocks 1.0T**
> **Price** R273 400 > **Engine** 1.0-litre 3cyl turbo, 85kW @ 5 000-6 000rpm, 170Nm @ 1 800-4 500rpm
> **Transmission** Six-speed manual, fwd
> **Suspension** MacPherson strut front, torsion beam rear > **Length/width/height** 3 747mm/1966mm/1493mm > **Weight** 1088kg
> **Performance** 9.9sec 0-100kph, 196kph top speed, 5.0ℓ/100km, 115g/km $CO_2$ > **On sale** Now

**HIGHS**
Fun to drive, customisable

**LOWS**
Ride quality a bit harsh

**VERDICT**
Ideal for trendy individuals

SUZUKI VITARA

# Duster Buster

Another month, another new compact crossover. Suzuki revives the spirit of the original Vitara

**MOST INDUSTRIES** follow a similar pattern: first you get the avant-garde pioneering types (Juke), followed by the early adopters (Duster), then the mainstream users (Ecosport) and finally the party's latecomers (Captur, Mokka, HR-V). Nowadays, Suzuki falls into the latter category, producing competent, agreeable cars that might've been class-leading had they been launched five years earlier. The new SX4 versus the old Qashqai? A fair fight. But against the new Qashqai with its downsized turbos, torquey diesels, touchscreen tech and haute-couture looks – it's a no-brainer.

It wasn't always this way. Remember the pioneering 1988 Vitara? As for the Jimny, well, it is still trending today. Into this scenario comes the new Vitara – a compact SUV in the spirit of the 27-year-old original. Note: the current Grand Vitara lives on unchanged, for now. So, has a belated return to the compact crossover/SUV party given Suzuki time to prepare a winner?

First impressions are mixed. Yes, it's cohesively styled and inoffensive but it's also short on sculpture. This is not high fashion – Suzukis seldom are – but there are clever and on-trend facets scattered around its urban Tonka purposefulness. These include a contrast-colour roof-and-pillars option on all but base spec, vertically arranged daytime running LEDs on topline GLX models and a brace of visual upgrade packages called Urban and Rugged. Choose Urban for more chrome and a tailgate spoiler, or Rugged if you appreciate such things as faux skid plates.

The personalisation bent continues inside where you can order colour-coded dash, air vent and clock surround inserts. Also available, and frankly essential, is a clock face with Japanese numerals – *domo* Suzuki, more of this creativity please. Standard across all models is visibly high build integrity and a neatly designed fascia that trades progressive tech for sensible ergonomics and fine functionality. Concerns are the roof lining (long-term durability looks sketchy) and the cheap footwell mouldings (made from recycled plastics?). It is comfortable and sufficiently roomy up front, less so in the rear due to high-mount cushions and upright backrests. Also, the range-topping GLX's suede seats offer less lateral support in faster corners than lesser models' cloth items – you're doing it wrong Wayne. Okay, so it's not built for cornering thrills, but it's handy enough in them once you've acclimatised to the light steering's centre-point elasticity.

All Vitaras use Suzuki's 1.6-litre natasp four rated at 86kW and 151Nm, figures that don't look too thrilling in this turbo age. The drivetrain is rescued by a well-matched set of gear ratios, a pleasant shift action and a soundtrack that's never as thrashy as some of its Far East rivals. Torque peaks at 4400rpm so it feels pretty gutless on steeper inclines, forcing frequent downchanges. While the Vitara is easy to live with on tar, it is an absolute joy on gravel, soaking up ruts with the ease of an air-sprung Prado. The launch route near Knynsa comprised mainly tight dirt road passes that highlighted the Hungarian-built Vitara's rattle-free build, as well as its hassle-free 4WD operation. It's no rock hopper but with its 4-mode – Auto, Sport, Snow and Lock – system, hill descent control and 185mm ground clearance, the AllGrip models are genuine compact SUVs. Look out, Duster.

**HIGHS**
Value, build quality gravel travel comfort

**LOWS**
Short on torque

**VERDICT**
Capable and comfortable. Will make friends easily

Get yours with colour -coded dash inserts and a Japanese script clock face

Standard equipment on the entry-level GL model (R239900) includes 16-inch steelies, trip computer, multifunction steering wheel, powered windows up front, air-con, 4-speaker audio with CD, USB and Bluetooth. ABS, ESP and seven airbags head the list of safety aspects.

GL+ (from R269900) adds a 4WD option called AllGrip in Suzi-speak, 16-inch alloy wheels, fog lamps, electric windows, cruise- and climate control. Two flagship GLX derivatives are on offer: a front-driver in six-speed auto guise (R299900) and an AllGrip-equipped five-speed manual version priced at R319900. Both feature 17-inch alloys, a panoramic sunroof, low-beam LED projectors and DRLs, suede upholstery, front and rear parking sensors, auto headlights and keyless start.

Prices include a 4-year/60000km service plan. Surprisingly likeable, and competitively priced, this broadly competent new Vitara has much to offer. In a fashion-friendly segment loaded with chic protagonists it could use a bit more styling sass, but then it wouldn't be true to its heritage, and that's something none of its rivals can claim. **WAYNE BATTY**

**Suzuki Vitara GLX AWD**
> **Price** R319900 > **Engine** 1586cc, 16v, 4cyl petrol 86kW @ 6000rpm, 151Nm @ 4400rpm > **Transmission** 5-speed manual, FWD **Suspension:** MacPherson strut front, torsion beam rear > **Performance** 0-100kph in 12.0sec, 180kph, 6.2 ℓ/100km, 145g CO2/km > **Length/width/height:** 4175/1775/1610mm > **Kerbweight:** 1160kg > **On sale** Now

TOYOTA PRIUS

# Leaner, meaner, greener machine

The fourth generation of the Prius is here, ready to battle against hydrogen-power, EVs and hybrids from every corner of the earth. We're strapped in to see if it's up to the task

**BUT FIRST, THAT** styling – oh no, what have they done? Looking like a 2015 concept car from the 1980s, its mental metal melted in the sun now resembling a manga caricature of its predecessor. Its best angle is undoubtedly the front three-quarter, dominated as it is by wickedly pinched saw-tooth Bi-LED headlamps, and a señor moustache below its Toyota emblem and above a downturned air dam. If that air dam was a mouth it would be saying 'meh'. Its profile is steeply raked from the nose all the way to its haunches, a medley of rising and dipping lines that dive across the bootline in a style reminiscent of a 2000s era Celica. As for the rear end, its wonky-arse styling leaves you in no doubt that someone at Toyota was enjoying a bit too much freedom. Firstly, that floating roofline ends in the middle of nowhere but the invisible contour line that defines it is never picked up again. Instead, a swathe of body metal dissects the rear windscreen forming a makeshift spoiler itself flanked by another pair of zigging and zagging LED lamp clusters that drop down almost to the tarmac. The rear apron is just okay.

I quickly settle on a favourite view of the new Prius; that is the one from behind the steering wheel. 'Aah, much better.' The new car loses some of the zaniness, and you're rewarded with a pleasant and well-appointed cabin. We've been given the run of the Fuji Speedway handling circuit on a test course that incorporates bits of the parking lot as well, augmented with bollards and simulated rutted surfaces to get a feel of the new car's chassis. Called TNGA (Toyota New Generation Architecture), the new platform equips new Prius with a wider, lower stance. The front axle retains

Simple eco-mindful cabin receives white-panel treatment. Oddly refreshing

**Toyota Prius**
> **Price** N/A > **Engine** 1797cc 4cyl, 72kW petrol + 53kW electric, Combined system output 90kW > **Transmission** CVT, front-wheel drive > **Performance** 10.6sec 0-100kph, 180kph, 3.0ℓ/100km, 70g/km $CO_2$ > **Weight** 1395kg > **On sale** Q2 2016

A bit too much saké methinks during those late evening strategy sessions

MacPherson struts while a superior double wishbone arrangement at the rear replaces the old car's torsion beam. Having the previous-gen Prius available for unusual back-to-back comparisons drove home the new car's greatly improved ability to iron out staccato bumps as well as provide a much more engaging drive on the circuit. This won't matter much to the average Prius buyer, of which there are 3.5 million or so. They'll want to know about its green credentials, but let's unpack the oily and wiry bits first.

Hybrid Synergy Drive again combines a 1.8 litre inline four-cylinder petrol motor with two electric motors and a CVT transmission, much as it did in the Mk3. Gone though, is the old nickel-metal hydride battery, replaced by a lighter lithium-ion hybrid. It's smaller and flatter, so better stowed under the rear seat and that means a larger boot. Toyota suggests a combined fuel economy of 4.2ℓ/100km in Eco grade, which is comparable to the current car, but then this one comes with TSS. That's Toyota Safety Sense to you and me, a multi-feature safety suite that incorporates pre-collision braking, pedestrian detection, lane departure alert with steering assist and full-speed dynamic radar cruise control. Forgive me for noticing that seems a hell of a lot like well-laid groundwork for Toyota's autonomous future. More about that on page 99. The new car then, not just a better Prius – but also a better car. tc

## TOYOTA MIRAI

# Hydrogen power is the bomb

**Now Toyota, the arch-planet-saver behind the first hybrid, brings the fuel-cell car to your street (if you live in Swindon)**

**WE'VE BARELY** alighted from the futuristic new Prius before we're bundled into the even more futuristic Mirai. This one is properly 'science-fiction' being powered by hydrogen, with an emissions payload of just a couple of milliliters of pure water. First, just look at it. To call it edgy would be an understatement. To call it ugly, well I'd see your point. I just think it's awkward. Awkward to look at, awkward to get your head around – clearly someone at Toyota felt that to be cutting edge your styling needs to comprise edges that can cut. In profile it looks less unhinged, the front-end, in good lighting and in a complementary shade of paint (the darker the better) is passable, but then there's that wonky rear-end I cannot defend.

Normality returns when you get inside. It's a pleasant space to live in and ergonomically abandons Toyota's need to surprise, so that's good. Thumb the starter into a mild thrum, notch the shifter into D and the driving experience is identical to what you'd find in an electric vehicle, including copious amounts of torque from the fuel-cell system. It's comfortable, planted and eerily silent despite being pedaled (ironically) through the short handling circuit of Fuji Speedway. Hydrogen power works well in the motorcar, but early adopters will suffer a lonely existence and face the challenge of sparse refueling venues. So, sadly, you can forget about owning one in ever-progressive Mzansi.

Interior leftover from *Star Trek VI: the Search for a Filling Station.* 'She cannae handle 153kW, Cap'n!' etc

**Toyota Mirai**
> **Price** N/A > **Engine** Toyota Fuel-Cell System, 113kW, 335Nm > Single-speed, front-wheel drive
> **Performance** 9.6sec 0-100kph, 180kph, 760g of hydrogen/100km, 0g/km $CO_2$ > **Weight** 1850kg
> **On sale** Elsewhere

What about those side scoops, do you like them? We had reservations, but they work in the flesh

**UP AGAINST**

**BETTER THAN**
Ferrari 488 GTB
Drop-top Spider is best of both worlds

**WORSE THAN**
Ferrari 458 Speciale
Lag isn't the issue, high-rev thrills are

**WE'D BUY**
Ferrari 488 Spider
The 458 is gone... deal with it

## FERRARI 488 SPIDER

# Special, if not actually Speciale

There's no elephant in the room, but there is a 458 – and the topless 488 can't ignore it. By **Mark Walton**

All you 458 owners out there will feel right at home. *Manettino* dial remains the key to the kingdom

**THE NEW FERRARI** 488 Spider eases itself into gigantic, monstrous speed like a greased frog slipping into a bath of warm milk. No splosh, no drama, just a sudden flash of slithery movement, and with a deep croak you're gone, up the road, disappeared. All it takes is a flex of your right foot, and the response is instant and overwhelming; a tsunami of torque scoops you forwards in an irresistible lunge. You sense the effortless nature of it, the lack of resistance, as though the weight of the car, the buffeting air, the raw physics of it all are casually swept aside by this titanic engine.

Compared to this slipperiness, the outgoing 458 Speciale was like riding a wasp through the gas cloud of an erupting volcano. The new 488 is a very different car.

Ach! Tsk tsk Mark! Ferrari will be mad with you for making that comparison! 'This is not the new Speciale,' they kept saying on the Spider launch, held about 130km south of Maranello. And they're right, of course: this isn't a hardcore, stripped-back racer-for-the-road, this is the Spider, the Hollywood Hills Ferrari, the French Riviera cruiser. In most territories it will account for more than half of 488s sold, and since the arrival of the folding hardtop (introduced in the 458 and continued in the new car) it's been fast gaining popularity. And you can see why – it weighs only 50kg more than the 488 GTB, it has the same engine, the same 0-100kph time of 3.0 seconds, the same suspension, the same aluminium chassis... but if the sun shines you can drop the roof in 14 seconds. Spiders, Ferrari tells us, are driven further than coupes, on average, and Spider drivers are more likely to have their partners alongside for the trip. Usable and civilised, and nothing like the Speciale at all.

But hard luck Ferrari, because I'm going to continue making the 458 comparison, for three reasons. First, because the Speciale was the last Ferrari I drove, so I can't help myself; second, when I wrote that story I described it as 'Peak Ferrari', saying no car would ever match it, ever, from now to the end of time – a bold statement I feel I need to refer to. And finally, because the Speciale was – as every enthusiast knows – the final iteration of the normally aspirated V8, and the 488 Spider is a turbo. So is it better or worse?

Well, as I say, there's no escaping, it is different. Before I drove the new Spider, Ferrari gave us a technical briefing with a slideshow, and when you see the power and torque of this 3.9-litre turbo overlaid above the 458's 4.5-litre V8, it really hits home. The lines on the graph were like spaghetti – not just because peak power is up from 419kW to 492kW, and torque is up from 540Nm to a whopping 760Nm, it's also the way it delivers. Ferrari has gone to great lengths to eliminate lag in the 488, using fancy bearings and titanium alloys in the turbocharger. So peak torque – and I mean Bentley-style gobfuls of the stuff – is available from just 3000rpm. No wonder it takes off like a wet amphibian. And just as the engine characteristics are so different, that in turn changes the way you drive.

**Ferrari 488 Spider**
› **Price** (est) R4.8million › **Engine** 3902cc 32v twin-turbo V8, 492kW @ 8000rpm, 760Nm @ 3000rpm › **Transmission** Seven-speed dual-clutch, rear-wheel drive › **Performance** 3.0sec 0-100kph, 327kph, 11.4ℓ/100km, 260g/km CO2 › **Weight** 1525kg › **On sale** Now

Much has been made of turbo character, but make no mistake, the 488 is an epically fast, *proper* Ferrari

Some things haven't changed. The new Spider looks awesome – I had reservations about those side scoops when I first saw the pictures, but in the metal they look the business. The interior is a tweak on the 458, still brilliant and full of character. But drop that roof and you hear the changes as you start up – the engine has a deeper note, more like a burble than a mechanical whirr. Once you're rolling, that burble becomes a trombone, rising with that immediate torque – and no, there is no lag. But the way the torque comes in has a strange effect – I found myself short-shifting, pulling the paddle earlier in the rev range to change up, riding the torque. In the 458 – and especially the Speciale – each gear was wrung out to the redline, just for the electrifying noise and drama you got at the higher revs. That kind of excitement is missing from the new turbo V8. Okay, it is mind-boggling fast – I mean, terrifyingly, brutally fast, borderline too fast on these roads, with corner after corner coming at you like targets in an arcade game. With so many hairpins, so much steering lock and so much torque, the traction control was blinking constantly, a silent indicator of the gargantuan torque available. I turned the traction control off with the little *manettino* switch on the steering wheel, and sure enough the 488 will oversteer out of any corner, anywhere, second or third gear, uphill or downhill, eyes tight shut or wide open in terror.

And 14 seconds later it looks like this. Roof up or down, it's one beautifully proportioned Italian

Thankfully, the gorgeously balanced and supple chassis, along with that super-fast and accurate steering, allow you to gather it up in a lovely arc, but you have to be seriously on your toes.

Again, this kind of casual oversteer is different to the outgoing 458, which would slide but only with more deliberation, more revs and more commitment. The 488 is a drift monster, as well as a cruiser.

So it's different – but what about better or worse? That's like asking, do you want to ride a wasp or a warm, buttered frog? Personally I'm a wasp man: I loved the 458 Italia because it was spine-tingling, in a way I don't feel the 488 Spider is; and I still stand by my claim that the Speciale was the best Ferrari for all eternity. But that doesn't mean the new 488 Spider isn't a mind-blowing experience, and a sensational car to drive. It simply isn't a 458. tc

**LOVE**
Looks, interior, steering, chassis

**HATE**
We miss the 458's chase to the redline

**VERDICT**
Like the outgoing 458, but radically different to drive

GLC ride height adjustable, optional air suspension keeps things imperious. Nice feeling

## MERCEDES-BENZ GLC 250D 4MATIC

# Dune buddies

South Africa finally gets a mid-sized Mercedes SUV, and Stuttgart wants to sell a lot of them. Stand back Audi Q5 and BMW X3. By **Peter Frost**

**MERCEDES-BENZ HAS** learnt two important lessons in recent times – don't mess with ride comfort is the most important one (A-Class taught them that) and; South Africa loves a mid-sized SUV. Mix the two epiphanies and you have the company's latest offering, the GLC, a floating, supremely comfortable soft-roader with more ability than the GLA, less than the GLE (formerly the M-Class) and great dollops of Lifestyle cred, capital L. To highlight its abilities Merc chose the dunes and rockscapes of the Namib. The result was a curate's egg; GLC aced the blacktop and outcrops, but had to work hard in the sand, admittedly due mostly to tyre choices and variable driver skills.

GLC represents arguably Mercedes' most important model after the C-Class, in that it will appeal to all; it is the ideal size for the school run, certainly capable and tough enough for the back roads end-of-year holiday, good looking enough to appeal to the urban stylemeisters and, most importantly of all, aspirational thanks of the three-pointed star. The good news is that the car that took on Namibia and – mostly – won, will satisfy all of them. On the back roads it is what the GLA should always have been, confidence-inspiring, tractable, high-riding, comfortable and yes, rugged. Frankly there seems little point to -the lower, slower, less interesting sister now, especially given the GLC's competitive pricing which sets it as only marginally more expensive than the GLA. All models come with Dynamic Select and Merc's 4Matic all-wheel drive system, which as the name suggests is largely autonomous, and can be left to decide for itself what the road requires in terms of traction. Drivers can get involved via the usual drive modes – Eco, Comfort, Sport, Sport+ and Individual. There's an optional Off-Road package as well, a

**HIGHS**
Ideal size, real dirt road ability, great price

**LOWS**
Everyone will have one soon

**VERDICT**
Merc's most important new model, should sell like hot cakes

Five modes exist here, this one is Offroad. Not to be confused with Rocking, which presumably affects your iPod's playlist

dial-in system that comprises five programmes including slippery, off-road, incline and the wittily named rocking, which, in conjunction with the optional air suspension, raises ground clearance from 181mm to a maximum of 227mm at the touch of a button (there's also a heavier underguard protecting the car). All these off-road driving modes are individually represented on the central media display.

The pick of the models would be the 250d Exclusive with the off-road package (an extra R15 500) and the air suspension (R14 000), a sensible blend of ability, economy, verve and comfort. Of those the last is most noticeable on the road, GLC hands down the most wafty of the new smaller Benzs, especially with the air suspension. The handling is decent too, as are the other dynamics, most notably steering feel, which is similar to the C-Class, a good electric setup that dials in plenty of feel, even if, strictly speaking, it's not real. Interiors too are impressive, the current vogue of piano black and chrome offset here with a number of toned down veneer finishes that suggest a move towards a less rapper-inspired aesthetic. Hallelujah. Detailing is getting ever better, with fit and finish now challenging Audi for top spot.

Mercedes has been slow to enter this segment but GLC should see it clean up – it has as much ability as necessary for this weekend market and the added bonus of being the new kid on the block. Right size, right price, right concept. Lift-off. TC

@pefrost

**Mercedes Benz GLC 250d 4Matic Exclusive**
› **Price** R650 760 › **Engine** 2143cc 4cyl turbodiesel, 150kW@3 800rpm, 500Nm@1600-1800rpm › **Transmission** 9-speed automatic, all-wheel drive › **Suspension**: Multi-link, coil springs, front and rear (air suspension optional) › **Length/width/height** 4 656/1890/1639mm › **Weight** 1845kg › **Performance** 7.6sec 0-100kph, 222kph, 5.5ℓ/100km, 143g/km $CO_2$ › **On sale** Now

**LEXUS IS200T**

# Hot on the heels

The Lexus IS200t is a polished performer equipped with all the right ingredients to challenge its executive saloon rivals. **By Aaron Borrill**

**THE LEXUS** IS200t marks the start of the company's progressive rollout of its 2.0-litre 4-cylinder turbocharged engine, a configuration we've already experienced in the NX. While some may squawk at its downsized capacity the new 2.0-litre is a very competent engine delivering ample power and torque – 180kW and 350Nm to be precise. Compared to its stablemate, the 3.5-litre V6 IS350, there's no denying the 2.0T falls short in terms of sound and emotion but it makes up for that in other areas. It's just as sprightly, needing only seven seconds to make the sprint from 0-100kph. Fuel economy is also very good with official figures of just 7.5ℓ/100km on the combined cycle with $CO_2$ emissions pegged at 175g/km.

Visually not much has changed over the IS350 – razor-sharp Origami-inspired sheet metal and outlandish head- and tail-light arrangements are still the order of the day. Two equipment grades are available, both of which are characterised by 17-inch wheels. Interior appointments are impressive with seat heating and ventilation, a 7-inch central colour display, full leather upholstery, electric front seats and PDC all standard. The EX adds such niceties as sat-nav and a reverse camera.

Decent body control also comes standard. The IS200t has one of the best ride qualities in the segment. It manages to soak up bumps and road imperfections with ease, all without sacrificing handling and ride control, thanks largely to the Yamaha-tuned dampers. The steering – while partially devoid of feel – is accurate meaning the IS200t can be tossed from side-to-side with ease, all the while managing to track clean lines through corners.

In a highly competitive segment ruled by mainstays such as the Merc C-Class, BMW 3 Series and Audi A4, the Lexus IS200t for the first time poses a genuine threat – it's that good. However, the only way to really know if it has the credentials to cause an upset is to test it in the same conditions against its adversaries. Bring on the group test. @AaronBorrill

**Lexus IS200t E**
› **Price** R 518 800 › **Engine** 2.0-litre 4cyl turbo, 180kW @ 5 800rpm, 350Nm @ 1650-4 400rpm › **Transmission** eight-speed auto, rear-wheel drive › **Suspension** Double wishbone front, multi-link rear › **Length/Width/Height** 4 665mm/1810mm/1430mm › **Weight** 1405kg › **Performance** 7sec 0-100kph, 230kph top speed, 7.5ℓ/100km, 175g/km $CO_2$ › **On sale** Now

VOLKSWAGEN PASSAT

# The push for posh

If you're named after a trade wind then changing tack is probably the best way forward. By **Wayne Batty**

**BACK IN THE** 1990s families of planet Earth drove Mondeo, Accord, Camry and Passat. Sensible, affordable and spacious, these were the real volume players of the global sedan market, easily outselling compact executive offerings from Germany's more premium brands. Since then buying patterns have shifted dramatically the world over. It has been no different in SA where the Camry is now just a memory, the Accord has turned all niche Yank on us and the Mondeo's two disappearing acts will not have done the handsome Fusion any favours. This, along with the popularity of crossover SUVs and increasingly image-conscious consumers has put the skids on traditional volume brand sedan sales leaving the old, perennially underrated Passat languishing among the also-rans. What to do, what to do?

If premium is the new volume then heading upmarket would seem the only viable survival strategy. So in the good old spirit of adapt or die, Volkswagen looked to the stars and set its sights on a certain three-pointed one. Apparently. Is the all-new, eighth-generation Passat able to cruise with the big ships? Time to find out.

You know within the first few metres of forward motion that this new Passat is a quality machine. If refinement was actually measured in spades, there wouldn't be enough space in the legendary boot to fit them all. You feel it in the suspension, the whispering engine at idle and the uncannily quiet cabin at speed. You can see it in the build and design of the interior too. Sure there's not the sweeping architecture of the C-Class or the intense sportiness of the 3 Series but the beautifully slim dash flaunts its clean lines and fine details with a swagger not seen since the Phaeton. Having just recently driven the excellent new Audi A4, there's no doubt VW has taken notes from its Ingolstadt-based cousins here. This also means you can order your new Passat with enough mind-blowing kit to well, blow the minds of jaded middle managers everywhere. Want traffic monitoring radar-based cruise control with automatic emergency braking? Tick the box marked ACC. Fond of a Swedish knead? Opt for 12-way electric front seats with a massage function for the driver. Bored with conventional instrument dials? Active Info Display replaces them with a configurable 12.3-inch screen that will turn your MD green, unless he's just bought an Audi Q7. You can even get continuously variable dampers (DCC), though only with the 2.0TSI. The list goes on: fatigue detection, head-up display, Dynaudio sound, self-steering park assist, LEDs all round, dynamic cornering lights and a powered boot. Of course there's plenty of standard

## UP AGAINST

**BETTER THAN**
The equivalent BMW 3 Series in terms of comfort, refinement and value

**WORSE THAN**
The equivalent BMW 3 Series in terms of dynamics, sporty appeal and badge snobbery

**WE'D BUY**
A 1.8TSI with all the cool tech

**Volkswagen Passat 1.4TSI Comfortline Manual**
> **Price** R378 800 (R398 800 - DSG) > **Engine** 1395cc, 16v, 4cyl turbo 110kW @ 5 000-6 000rpm, 250Nm @ 1500-3 000rpm > **Transmission** 6-speed manual (7-speed dual-clutch auto), FWD > **Suspension** MacPherson strut front, multi-link rear > **Performance** 0-100kph in 8.4sec, 220kph, 5.3 (5.2) ℓ/100km, 124g (121g) $CO_2$/km > **Length/Width/Height** 4 767/1832/1456mm > **Kerb weight** 1387 (1413) kg

**Volkswagen Passat 1.8TSI Highline DSG**
> **Price** R444 200 > **Engine** 1798cc, 16v, 4cyl turbo 132kW @ 5 100-6 200rpm, 250Nm @ 1250-5 000rpm > **Transmission** 7-speed dual-clutch auto, FWD > **Suspension** MacPherson strut front, multi-link rear > **Performance** 0-100kph in 7.9sec, 232kph, 5.8ℓ/100km, 130g $CO_2$/km > **Length/Width/Height** 4 767/1832/1456mm > **Kerb weight** 1480kg

**Volkswagen Passat 2.0TSI R-Line DSG**
> **Price** R476 800 > **Engine** 1984cc, 16v, 4cyl turbo 162kW @ 4 500-6 200rpm, 350Nm @ 1500-4 400rpm > **Transmission** 6-speed dual-clutch auto, FWD > **Suspension** MacPherson strut front, multi-link rear > **Performance** 0-100kph in 6.7sec, 246kph, 6.2ℓ/100km, 143g $CO_2$/km > **Length/Width/Height** 4 767/1832/1456mm > **Kerb weight** 1505kg > **On Sale** Now

No mistaking it for anything other than a Passat but this new one ups the executive ante substantially

Sophistication and build quality abound. Executives will feel right at home in here

equipment, even entry-level 1.4TSI Comfortline models include a 6.5in touchscreen infotainment system with USB support – hurrah – and eight speakers, parking sensors, 16-inch alloys and LED tail-lights. The 1.8TSI Highline model adds 3-zone climate control, seats trimmed in an Alcantara and leather combo (heated up front) and 17-inch alloys. Top-dog R-Line cars feature a 2.0-litre motor, DCC, XDS+ (VW's e-diff), a 15mm-lower ride height and one inch larger wheels.

Finally, properly premium cars offer personalisation options and here the Passat obliges with an R-Line exterior package plus a range of interior trims, leathers and alloys up to 19 inches in diameter.

Not that it needs any of these to look the part of a genuine executive sedan. While it is instantly recognisable as a Passat, considerably rejigged proportions and painstaking attention to design detail have given it a whole new persona. In short it looks more regal, and crucially, more expensive. Compared with its predecessor, new Passat is 2mm shorter overall yet rides on a 79mm-longer wheelbase, much of that made possible by a reduced front overhang. A lowered roofline, longer bonnet and more cab-rear glasshouse all contribute to the sleeker profile.

Adding 'visual width' to the rear end are strong shoulder line creases – unusually visible from directly behind the car – that stretch right back to the tail-lights. Up front a thick strip of width-accentuating chrome caps the grille and headlights. Its placement, along with the designers' insistence on a complicated A-pillar / front fender / bonnet intersection, demanded a precision fit for the bonnet – an engineering feat a year-long in the making according to VW's Helmut Kohl. Premium enough for you? If they've obsessed over a shutline then there's probably a tonne of engineering integrity gone into the rest of the car too. It shows up in areas such as the gearboxes, six- and seven-speed dual-clutch DSG units that in these latest guises seem more seamless than ever, with the added bonus of feeling exorcised of low-speed gremlims – truly among the best transmissions at any price bracket.

As for the all-petrol engine line-up – a 130kW 2.0TDI joins in the second half of 2016 – even the base 1.4 turbo (110kW / 250Nm) has sufficient urge, pulling eagerly enough not to cause aborted passing manoeuvres at highway speeds. The range-topping 2.0-litre produces a Golf GTI-like 162kW and 350Nm as well as a 0-100kph sprint time in the high sixes. It's fast, but also a little frenetic in Sport mode where it holds onto each of its six gears longer than most Passatians would like. Pick of the engines is the sweet 1.8-litre unit primarily due to its relaxed but punchy torque delivery; all 250Nm is yours to exploit from just 1250rpm. An extra forward cog helps keep the motor in its sweet spot while the DSG's almost imperceptible changes make for buttery smooth progress. It's the one we'd opt for every time. Pity you can't order it with the adaptive ride, although the standard steel springs are just fine.

As much as 85kg lighter and a full 7dB quieter, the new Passat is a tasty proposition for all sedan buyers. Should the premium segment's top sellers be concerned? That it's the current European car of the year – beating the Mercedes-Benz C-Class by 119 points – says much, but all in context.

Starting from R379k, pricing looks to represent excellent value, however, much of the innovative and desirable tech is not standard. The must-haves, the Active Info Display (bundled with sat-nav), LED headlights and Adaptive Cruise Control, cost R22 000, R13 500 and R10 800 respectively. Sure, ticking the options list on a C-Class is an equally time-consuming and price-balooning exercise, but then the VW badge also appears on the nose of a Polo Vivo and that's something a C-Class owner never has to think about. Ahh, brand perceptions. The new Passat isn't about to lure masses of consumers out of their BMWs and Benzes but that's not because it's an inferior car.

If the idea of a people's car attempting to take on the elite sounds wrong to you, consider this: If more of the people want premium cars then premium cars might just be the new people's cars. tc

**HIGHS**
Understated elegance, refinement,

**LOWS**
The really cool stuff is mostly optional

**VERDICT**
As refined as anything in the premium class

# ROAD TEST.

Four cars tested, starring the new Ford Figo, Audi RS3 Sportback, Mercedes-Benz GLE 450 AMG Coupe and VW Polo Bluemotion

FORD FIGO

## Ford's Mini Mimic

Ford's B-segment champion is back for more entry-level duty. Does it have what it takes to rule the roost?

**Words** Calvin Fisher **Photography** Seagram Pearce

**IT'S A CLEVER** trick, re-appropriating old hardware into something shiny and new. The benefits are twofold: customers get an affordable, quality product on an established platform while minimal R&D and retooling reduces cost for the manufacturer. It's as old a strategy as it is smart. Remember the Toyota Tazz, itself a barebones extended-run Toyota Conquest? Or much more famously, the Volkswagen Citi Golf – that Mzansi special that went on to sell for well over two decades until safety standards eventually killed it off? Volkswagen didn't waste any time engineering a replacement with its locally built Vivo, a previous-generation Polo hopped-up on automotive botox. Volkswagen's dominance of the segment continued unabated until a challenger sprung up from an unlikely place, India – and with a Ford badge on its nose. Enter the first generation Figo then, a reskinned previous-gen Ford Fiesta, a formula much like that of the Vivo it challenged, but built on the cheap in India. Gifted with the chuckable chassis and revvy inline-four of its donor, the Figo went on to smash our expectations and indeed provide the perfect foil to the Vivo. Since then the Vivo has enjoyed a fair amount of updates and upgrades. As for the Figo, it gets an all-new platform. It also gets all-new metal. It gets Sync connectivity and a new 1.5-litre petrol engine. And this is it. ▸

New Figo cabin apes the Fiesta. Generally, life aboard has been improved in the 2016 car

## Looks like Marmite

While the previous Figo resembled a facelifted old-gen Fiesta, this new iteration doesn't even attempt to echo the current Fiesta. Sure, it gets an on-brand hexagonal grille treatment, an 'organic' head- and tail-light cluster treatment plus fresh design architecture, but that's where it ends. And that's simply because when it was penned it wasn't meant to be 'Figo: The Sequel' at all, rather the new Ford Ka, which is exactly what its badge will say when it is released elsewhere.

Suddenly, its appearance makes more sense to me with those truncated overhangs and that smiling visage, but where the previous Figo was generally a pleasant thing to behold, the new car is more divisive. I like it, many don't. The rear aspect especially garners the most unfavourable comments, if only because it now resembles pretty much everything else in that segment. I guess everyone just misses the vertically stacked lights but it's still a neat little rump. The alloy wheels, despite measuring a tidy diameter at 14 inches across, are swallowed by gaping arch gaps making them look somewhat comical. Stance? You must be joking. It sort of gives you an indication of what a 'Figo Cross' would look like though.

## Stepping in

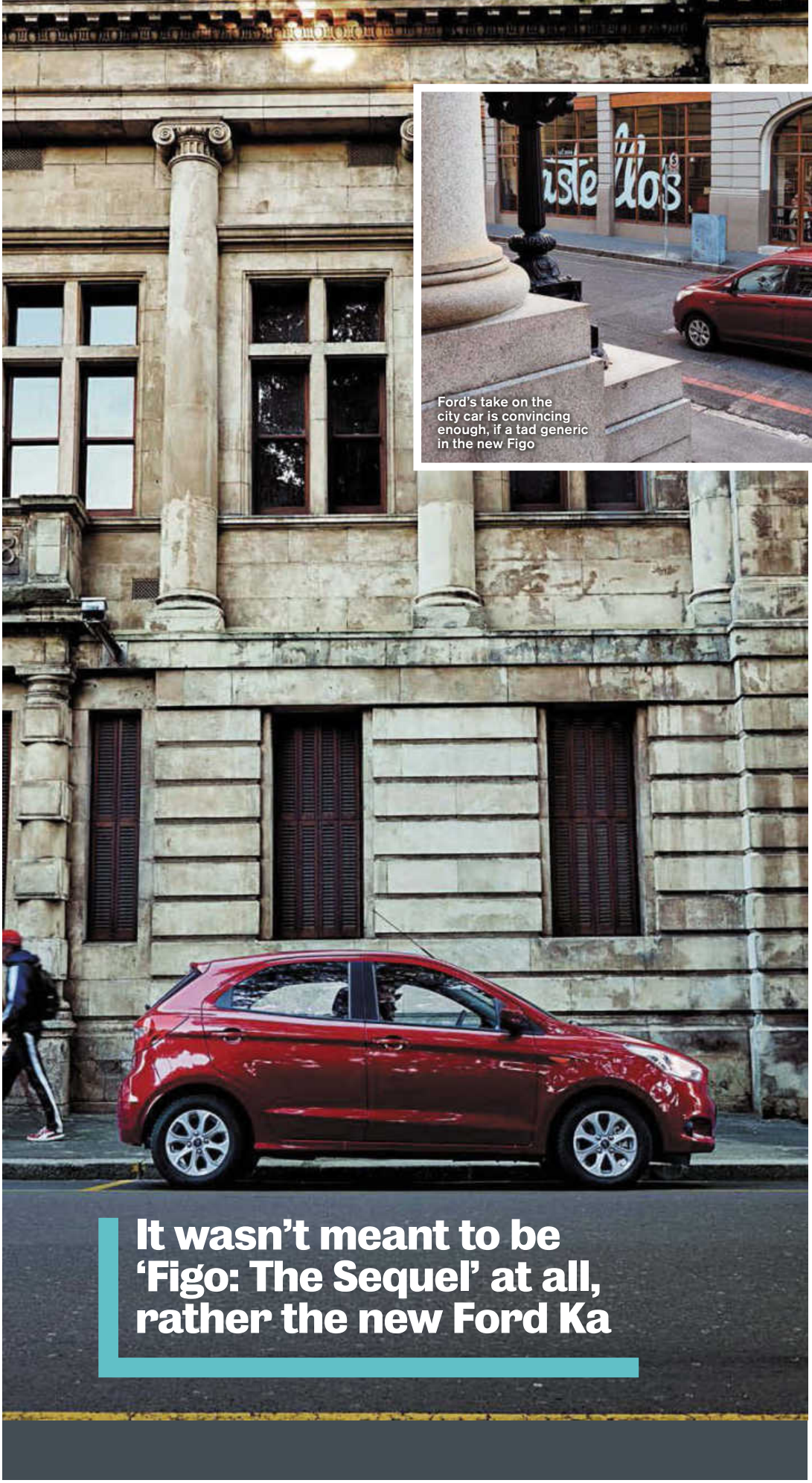
Aha! Here are the Fiesta bits. The original Sync system lives here, neatly arranged in a fashion that resembles the current Fiesta. Materials are rough, geometry rudimentary, but it all works. While I don't expect it all to fall apart, I do expect it to scratch badly. Ergonomics are familiar but they work well too. I like it. I like the stacked centre binnacle and hidey holes too, the nooks and even the plastic

### MEET THE RIVALS

**Toyota Etios Cross 1.5 Xs**
**Price** R171 400 **Engine** 1496cc 4cyl, 66kW @ 5 600rpm, 132Nm @ 3 000rpm **Transmission** 5-speed manual, FWD **Stats** 11.3sec 0-100kph, 165kph, 6.0ℓ/100km, 138g/km

**VW Polo Vivo GT**
**Price** R184 900 **Engine** 1 598cc 4cyl, 77kW @ 5 250rpm, 155Nm @ 3 500rpm **Transmission** 5-speed manual, FWD **Stats** 10.6sec 0-100kph, 187kph, 6.6ℓ/100km, 157g/km

**OUR CHOICE:** A brand new Ford from India, a jacked-up Toyota that's great value if challenging on the eye, or a classy stalwart that looks dated but is the safest bet? Yes, that one.



Ford's take on the city car is convincing enough, if a tad generic in the new Figo

Ford's Sync system ramps up the entry-level hatch's multimedia and connectivity

**It wasn't meant to be 'Figo: The Sequel' at all, rather the new Ford Ka**

crannies. The seats could do with more bolstering but overall the new Ford Figo cabin is an upgrade over its predecessor. Our test unit had more than its fair share of squeaks, not to mention a sun visor that would swivel about with a life of its own. Connectivity is rife, and the spec levels on our 1.5 Titanium are excellent. Mind you, at R181 900 they better be – seems the new Figo has grown up in every regard including its sticker price. I don't like the feel of the steering wheel, rough and fat, but I'm hopeful it's connected to a thrilling drive

## The (Fi)Go part

Okay, at 82kW and 136Nm the new 1.5-litre Sigma engine represents a fair improvement

It's a neat rump for sure, if somewhat generic in the segment. A pity

**Maybe that 4x4 rivalling ground clearance makes sense after all**

over the 62kW/127Nm 1.4-litre Duratec motor that did duty in the previous Figo. It's still no fireball, but then all it truly needs to do is sprint from campus to shopping centre to office to creche and such and hey, maybe that 4x4 rivalling ground clearance makes sense after all since you'll most likely be bumping up and over the occasional kerb on your commute too? Ford is confident that the Figo is capable of a 175kph top speed. They also say it will trundle all the way to 100kph in a tedious 11.8 seconds but we managed to blitz it in just 10 seconds. We also managed to cover 400m in 17 seconds dead, thanks in part to a rev range that comes alive between 4000 and 6000rpm. The official combined-cycle fuel consumption is 5.9ℓ/100km. I managed 6.71ℓ/00km without trying very hard. Our brake results were average, but then it does come with drum brakes at the rear. Its Apollo Alnac tyres are hardly performance items, but managed to help bring it to a halt from 100kph in 3.62 seconds over 49m. Adequate, nothing more.

## The (Fi)Go-kart part

Mediocre. Yes, we ended on adequate and now must pick up with mediocre. Where the previous Figo was a bit of a handling genius, the new car is a measured affair. It must after all cope with India's pockmarked road surfaces, frenetic traffic, maniacal road users and cow population and you can feel the compromise when you pitch it along your favourite twisty roads. There's more body roll here, more pitch and yaw than before, and you'll really want to row that five-speed manual 'box to take advantage of that extra power and torque. But ultimately this isn't meant to be a pocket rocket. It's meant to be all-the-car-you-need in the segment it competes in. Lateral grip from the Apollo rubber is more than suffice, and even that chunky helm does a fair job of

Cobbled road surfaces? Not a hassle for a hatchback stress-tested on the streets of Mumbai

communicating what the front wheels are up to. Not precise, but I couldn't accuse it of being vague either. It will do.

## Verdict

They say one of the physical signs of attraction is copying – that of mannerisms, postures, gestures and so on. She smiles, you smile. She plays with her hair. You play with yours. Unless you're bald. Note, if you pay the bill, and she doesn't, it doesn't necessarily mean she's not attracted to you. I've strayed off point, but what I think has happened here is that Ford has used this knowledge when crafting that beaming grille. Your car smiles. You smile. Everyone is happy. Smart. The new Ford Figo has a reason to be happy, it's going to find its way into a lot of South African homes because it does precisely what is required from it, looks great and features all the mod cons a 2015 urbanite demands from it. It has few shortcomings but at R181 900 (the Trend is R167 900 and Ambiente is R158 900) our test car is hardly cheap. But then neither is the VW Polo Vivo GT at R184 900, its range-topping rival. Which one is better? Well, they offer comparable trim and spec levels so it really comes down to whether or not an older car with that prestigious Volkswagen emblem will sway you over a brand new Ford. This time it does for me, and nothing surprises me more. tc

## FORD FIGO 1.5 TITANIUM

**Price (as tested)** | R181900

**Engine**
1498cc 16v, 4-cyl

**Transmission**
5-speed manual, front-wheel drive

**Suspension**
MacPherson strut front, torsion beam rear

| | |
|---|---|
| **Boot capacity** | 256ℓ |
| **Utility space** | N/Aℓ |
| **Kerbweight** | 1047kg |

### Power & torque

| | |
|---|---|
| **Power** | **82kW** @ 6 300rpm |
| **Torque** | **136Nm** @ 4 250rpm |
| **Power to weight** | 78kW per tonne |

### Brakes & wheels

| | |
|---|---|
| **Brakes front** | Discs |
| **Brakes rear** | Drums |
| **Wheels** | 14-inch alloys |
| **Tyres** | Apollo Alnac 175/65 R14 |

### Performance data

| | |
|---|---|
| **Acceleration** | |
| 0-60kph | 4.55 sec |
| 0-80kph | 6.66 sec |
| 0-100kph | **10.0 sec** |
| **Overtaking** | |
| 60-100kph | 6.78 sec |
| 80-120kph | 6.37 sec |
| **Braking** | |
| 100-0kph | 3.62 sec/49m |
| **Top speed** | **175kph** |

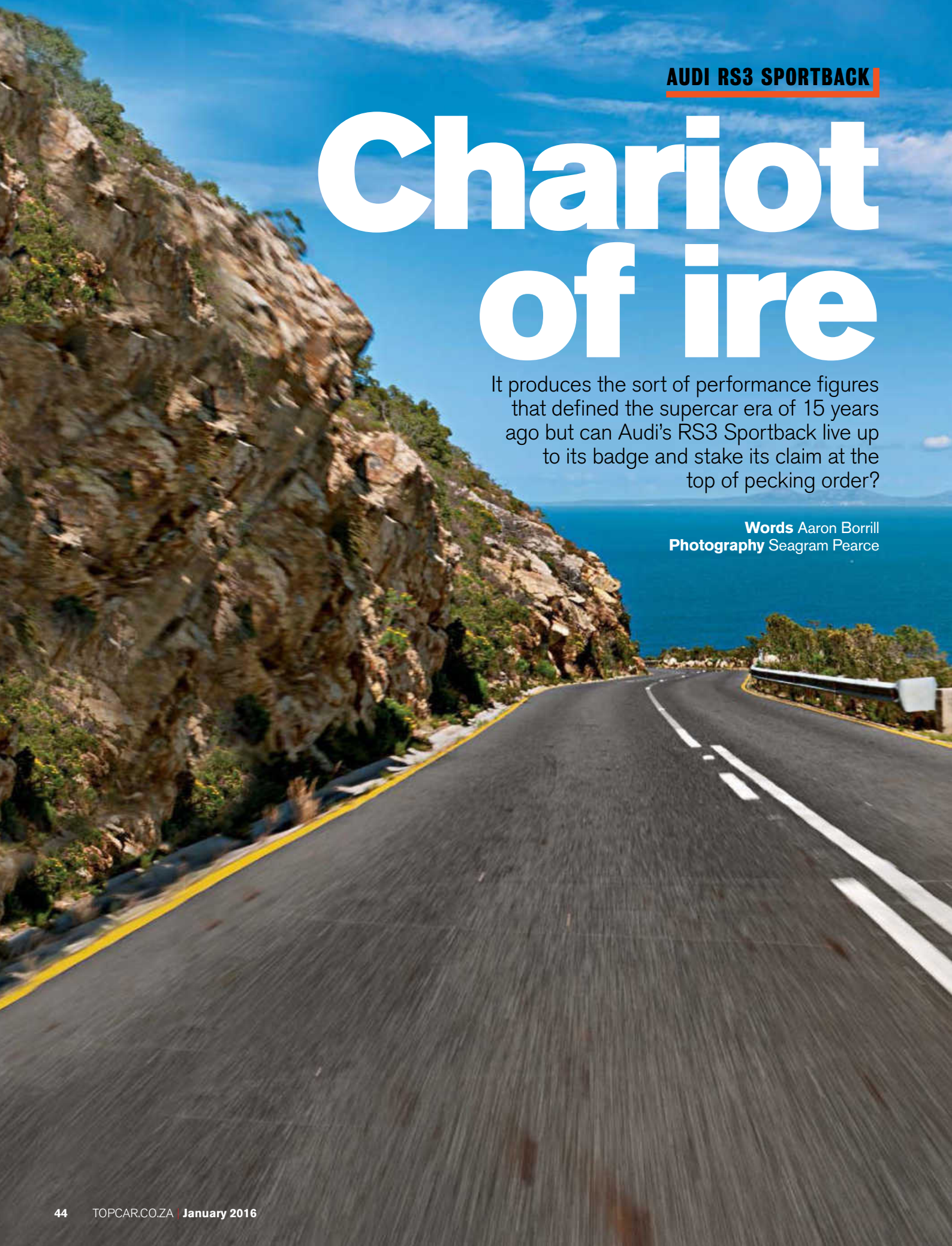
### Fuel consumption

| | |
|---|---|
| **Fuel supply** | Direct injection |
| **Claimed** | |
| Urban cycle | 8.3ℓ/100km |
| Extra-urban cycle | 4.6ℓ/100km |
| Combined cycle | 5.9ℓ/100km |
| CO2 emissions | 141g/km |
| **Actual** | |
| Test route | 80km |
| Consumption | 6.7ℓ/100km |
| Cruising range | 627km |

TANK 42 litres

### Warranty, servicing

| | |
|---|---|
| Warranty | 4-year/120 000km |
| Service plan | Optional |
| Service intervals | 20 000km |



AUDI RS3 SPORTBACK

# Chariot of ire

It produces the sort of performance figures that defined the supercar era of 15 years ago but can Audi's RS3 Sportback live up to its badge and stake its claim at the top of pecking order?

**Words** Aaron Borrill
**Photography** Seagram Pearce

**HERE'S SOME** good news for a change: the internal combustion engine is showing no signs of abating and we've got the hot hatch power battle largely to thank for this fact. You see these hatchbacks still employ relatively small engine configurations and maximise their power and efficiency by using crafty engineering, larger turbochargers and ECU software trickery. The Audi RS3's 2.5-litre five-cylinder turbocharged blueprint is a case in point, no downsizing or hybrid drives here. It's the only one of its rivals to eschew the now segment-standard 2.0-litre configuration in favour of its tried-and-tested straight-five marvel – a legacy engine if ever there was one. Now re-engineered to deliver more power, more torque and less emissions, it still offers one of the most emotive soundtracks around.

## Pipe dreams

From a visual perspective the previous-generation RS3 looked a little ordinary and not as aggressive as some of its RS-badged siblings of the time but this new edition is anything but meek. A brief glance at its sheet metal will reveal several clues that reference its sinister character such as the gloss-black grille complete with gaping airdams, rear spoiler, 19-inch wheels and blistered wheel arches that house a widened track. Delve a little deeper and you'll notice the cherry-red brake calipers (a R4 170 option) and the key line Quattro logo ▸

positioned on the lower part of the grille – a very intimidating sight when observed from a rear-view mirror. Ours is painted in Sepang Blue, a colour which together with the aluminium styling package, injects the RS3 with a classy and refined appearance. Things are far more pronounced at the rear where two canon-like tail pipes bookend the aluminium-look diffuser.

## The control room

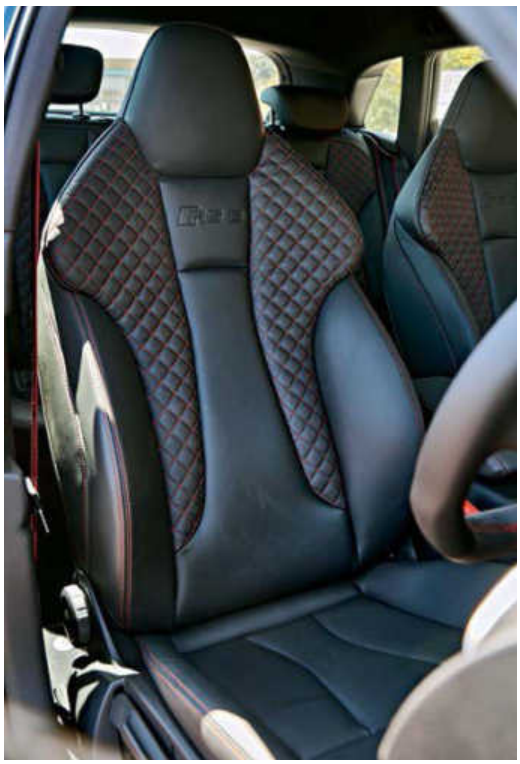
The cabin is a work of art. While it resembles that of the regular S3 Sportback the RS3 alpha-numeric coding is liberally scattered, featuring on the flat-bottomed steering wheel, instrument cluster, door sills, seats and floor mats – there's no mistaking which model you're sitting in. Ours has been quite handsomely kitted with an array of expensive but necessary touches such as the S sports seats – a beautifully melded combination of fine Nappa leather and red quilt stitching, very Bentley but helluva supportive. Then there's the RS design package which adds contrasting red accents on the air vents, seat belts, gear lever surrounds and knee pads. Although not as embellished as its rivals, the cabin is superbly finished echoing the quality and sophistication we've come to expect from the brand. Owing to it sharing much of its DNA with the A3 Sportback the RS3 is also a very practical machine, with boot space rated at 280 litres with the seats up and 1120 when folded flat.

## The grinding teeth effect

The 2.5-litre 5-cylinder turbo resting under the bonnet is one of the angriest motors we've ever sampled. Loud and obnoxious, it shrieks on start-up before settling into a rough but progressive idle. It boasts a 20kW and 15Nm power and torque hike over its forebear thanks to a more efficient intercooler and a higher-boosting turbocharger resulting in a total system output of 270kW and 465Nm. Astonishing figures, really, helped along by a reprogrammed seven-speed dual-clutch transmission that swaps cogs with greater efficiency and verve. And the figures? Well, with launch control initiated the RS3 will cut through the air like a hot knife through butter securing a 0-100kph sprint time of 4.41 seconds. Yes, 4.41 seconds. To put that into perspective the first-generation Audi R8 V8 took 4.6 seconds to record the same feat… In-gear acceleration is just as impressive, the RS3 needing 2.45- and 2.86 seconds to reach the respective 60-100 and 80-120kph benchmarks. Top speed is limited to 250kph.

The sensory experience is complemented by a well-orchestrated soundtrack, a result no doubt owing to the optional sports exhaust system and 1-2-4-5-3 cylinder activation sequence. Wind it up and the unrelenting accelerative effects are accompanied by a rather rowdy whistling turbo and popping exhaust note. It is loud, the overrun equally so, like firecrackers igniting in a Tuba. Sure, the entire experience can get a bit overbearing at times but the Audi Drive Select (ADS) gives you several options to choose from including an Individual mode to tailor your preferences accordingly. The ADS settings control such parameters as throttle, steering and gearbox response, as well as the magnetic ride dampers.

The transmission tweaks as previously mentioned have also improved fuel consumption and reduced $CO_2$ emissions by around 12 per cent, thanks to a taller seventh ratio and a coasting function. Despite the spec sheet's highly optimistic combined fuel consumption figure of 6.3ℓ/100km we managed to record a more realistic 9.8ℓ/100km along our 80km test route.



Is that a Bentley Sir? The S sports seats together with the RS design package certainly give that impression

## Railing the turns

Where the previous RS3 was a somewhat blunt instrument in the corners the new model is sharper and more precise hanging on to the road like a tram on rails. While it doesn't have the most communicative steering around it is direct and reacts eagerly to inputs. As with all Quattro-driven Audis the RS3 has a tendency to understeer at times but grip is excellent nonetheless. The all-wheel drive system has been reprogrammed to send as much as 100 percent of the available

Architecture based largely on that of the regular S3 but with an RS twist. We like it!

**Where the previous RS3 was a somewhat blunt instrument in the corners the new model is sharper and more precise hanging on to the road like a tram on rails**

**It's just a matter of pointing it at an apex and mashing the throttle pedal, the massive reserves of all-wheel-drive grip feeding your confidence with every sweeping bend**

Hands down the best-looking RS3 Sportback yet. 19-inch alloys, red calipers and canon-like exhaust pipes reference its darker side

torque to each end when deemed necessary – thus improving the vehicle's agility and ability to stay neutral in the bends. It's just a matter of pointing it at an apex and mashing the throttle pedal, the massive reserves of all-wheel-drive grip feeding your confidence with every sweeping bend. The ride quality on the optional magnetic dampers is fantastic too.

## Verdict

In a highly competitive segment the Audi RS3 Sportback is a genuine contender for the super hatch throne. It's a more refined machine this time around offering a good balance between performance, handling and comfort. Let's not forget the superb practicality it also offers buyers – an everyday super hatch if ever there was. Despite it narrowly losing out to the reworked Mercedes-AMG A45's 280kW and 475Nm of thrust, it still manages to deliver the eye-popping performance expected of such a halo car, not to mention an exquisitely arranged soundtrack filled with malice and intent. So what's the catch? Well, there's that R710 000 sticker price, R823 769 if specced like our test car with its magnetic ride (R13 640), a sports exhaust system (R11 840), S sports seats (R10 360), LED headlamps (R13 060), aluminium styling package (R9 040) and more. This puts it in the same bracket as the Porsche Boxster and Cayman – go figure… While the Audi RS3 Sportback is a truly visceral and polished machine I'll reserve final judgment once I've driven the Merc-AMG A45 and Ford Focus RS back to back in the same environment. The battle lines are drawn. tc

@AaronBorrill

## MEET THE RIVALS

**Mercedes-AMG A45**
› **Price** R688 217 › **Engine** 2.0-litre turbo, 280kW @ 6000rpm, 475Nm @ 2250-5000rpm › **Transmission** 7-speed dual-clutch, AWD › **Stats** 4.2sec 0-100kph, 250kph, 7.3ℓ/100km, 171g/km

**Ford Focus RS**
› **Price** Not yet › **Engine** 2.3-litre turbo, 257kW @ 6000rpm, 440Nm @ 2000-4500rpm › **Transmission** 6-speed manual, AWD › **Stats** 4.7sec 0-100kph, 265kph, 7.7ℓ/100km, 175g/km

**OUR CHOICE:** This is one of the toughest calls to make right now. While the Ford Focus RS is yet to be launched the choice rests squarely between the RS3 and A45. Both are excellent, but despite its sticker price the RS3 is far more polished than the A45 and delivers the better all-round experience.

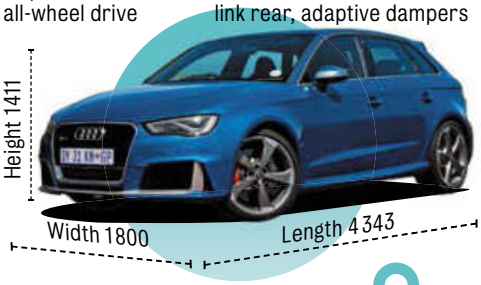
## Audi RS3 Sportback

**Price (as tested)** | R710 000 (R823 769)

**Engine**
2 480cc 20v 5-cylinder turbo

**Transmission**
7-speed S tronic, all-wheel drive

**Suspension**
MacPherson strut front, Multi-link rear, adaptive dampers




| | |
|---|---|
| **Boot capacity** | 280ℓ |
| **Utility space** | 1120ℓ |
| **Kerbweight** | 1520kg |

### Power & torque

| | |
|---|---|
| **Power** | **270kW** @ 5 550-6 800rpm |
| **Torque** | **465Nm** @ 1 625-5 550rpm |
| **Power to weight** | 178kW per tonne |

### Brakes & wheels

| | |
|---|---|
| **Brakes front** | Ventilated discs |
| **Brakes rear** | Ventilated discs |
| **Wheels** | 19-inch alloys |
| **Tyres** | Pirelli 235/35 R19 |

### Performance data

| | |
|---|---|
| **Acceleration** | |
| 0-60kph | 2.29 sec |
| 0-80kph | 3.25 sec |
| 0-100kph | **4.41 sec** |
| **Overtaking** | |
| 60-100kph | 2.45 sec |
| 80-120kph | 2.86 sec |
| **Braking** | |
| 100-0kph | 2.69 sec/42m |
| **Top speed** | **250kph (ltd)** |

### Fuel consumption

| | |
|---|---|
| **Fuel supply** | Direct injection |
| **Claimed** | |
| Urban cycle | 11.4ℓ/100km |
| Extra-urban cycle | 8.5ℓ/100km |
| Combined cycle | 6.3ℓ/100km |
| CO2 emissions | 194g/km |
| **Actual** | |
| Test route | 80km |
| Consumption | 9.8ℓ/100km |
| Cruising range | 561km |

TANK 55 litres

### Warranty, servicing

| | |
|---|---|
| Warranty | 1-year unlimited km |
| Maintenance plan | 5-year/100 000km Motorplan |
| Service intervals | Determined by OBC |

# VOLKSWAGEN POLO BLUEMOTION

# The acceptable lightness of being

For small car buyers who care as much for the planet as they do for mid-range urge the wait for fun-to-drive affordable hybrids and cheap electric cars goes on. But don't despair, in the meantime there's this

**Words** Wayne Batty **Photography** Peet Mocke

**IT'S NOT LOST** on us that mere months before Dieselgate first hit, Volkswagen began the switch from diesel to petrol engines to drive its Bluemotion eco label into the near future. It's almost as if the decision makers in Wolfsburg knew someone was about to dump a truckload of poop into their wind tunnel. I'm kidding, of course they knew. VW's execs have been saying for some time now that the cost of continually reducing diesel emissions has become prohibitive. Still, given the growing vilification of diesel and the steady promotion of electrification in all its forms who would have thought the immediate future of the eco car would lie with turbocharging. Sure, the downsize-turbocharge mantra isn't new, but as anyone who has driven one of these one-litre wonders in an enthusiastic manner knows, the fuel consumption transforms from fuel-sipping afternoon tea to half-yard guzzling college days. Yet this Polo is efficient without being boring; you don't need a brick beneath the throttle pedal to get impressive tank range. And that makes all the difference.

## Slicked-back hair day

Cars with an efficiency bent aren't sexy. In the interests of superior aerodynamics and the mostly misguided need to appear quasi-futuristic they're usually featureless monovolumes. And while I'm not saying this Polo is sexy, at least it looks like a regular Polo hatch and not something that's escaped from the aquarium – new Prius anybody? Subtle hints to its altered purpose include side skirts, black spoiler extensions either side of the rear window, a mostly blanked-off front grille, Bluemotion badges and a set of slippery but still sporty looking 15-inch 'Buenos ▸

Aires' alloys. Underbody cladding, lowered suspension and low rolling resistance tyres are the less obvious mods.

## The magic within

It's all regular Polo inside: soft-touch dashboard, restrained metallic brightwork (much of it real), and solid build integrity. No surprises there. What is unexpected is the reasonably high level of standard equipment. Highlights include electric windows, air-con, cruise control, 5-inch colour touchscreen infotainment system with CD/SD/USB input and Bluetooth connectivity, heated electric mirrors, flat tyre indicator, hill hold, daylight running lamps, static cornering lights, four airbags and electronic stability control. The list of options isn't that long so as not to negatively affect the car's kerb weight. So you can't order one with a sunroof, but you can upgrade to bi-xenons, climate control and a marginally fancier, 5.8in touchscreen setup with a proximity sensor that seems to irritate more than excite. A sign that full gesture control is a next-gen Polo certainty?

Drivers get a lovely leather-covered multifunction steering wheel, a central armrest and a chair that doesn't ratchet down low enough, perhaps due to the presence of drawers beneath the front seats. A minor gripe in an otherwise superb B-segment environment.

## Driver-friendly fire

But even the success of that high-quality mini-Golf cabin pales when compared to the Bluemotion's knockout of a 999cc three-cylinder motor. The outputs are decent but not eye-popping at 70kW and 160Nm however, as with all VW's turbos, it's the driveability that makes you a believer. You get the full wedge of torque from 1500rpm which manifests as effortless cruising and rewarding tractability regardless of gear. About the only criticism is in town the engine's thrum can be intrusive shorn as it is of the Up's naturally aspirated aural zing. But then the Up will soon be trailing as our acceleration tests proved – 0-100kph in the Bluemotion takes 10.1 seconds with a top speed just north of 190kph.

So it rolls well but can it really deliver on the fuel-sipping promise? After all, its turbodiesel predecessor set the bar pretty high in those pesky combined cycle lab tests with its figure of 3.4ℓ/100km. The new petrol-fuelled car records 4.2 – not bad considering the current, non-Bluemotion 1.4TDI only manages an official 4.1. As ever though it's real-world figures that matter. And it is here where the 1.0TSI really shines. Over the entire two week test period including our performance runs, the Bluemotion used 5.5ℓ/100km. How does that stack up? Breaking into the high sixes is proving elusive in our gingerly driven 0.9-litre turbocharged Clio long-termer. There is scope for improvement though, as on longer stretches of freeway, a sixth forward cog wouldn't go amiss. Despite this, bettering 700km on a tank looks like child's play.

## About turn

Acceptable aesthetics, high cabin quality, feisty but frugal triple – it's a great car, but there are some provisos. Throw it into a corner and those low rolling resistance 185/60 R15 tyres lack bite on initial turn-in. It's by no means an understeering mess, just

All segment-best regular Polo in here. Upgrade to 'Composition Media' touchscreen complete with proximity sensor – icons grow as your finger approaches to increase accuracy

less responsive than a keen driver would expect. Adjust those expectations and you'll get along fine thanks to an electromechanical speed-sensitive power steering setup that's easy to form a working relationship with. The lowered ride height hasn't discernibly affected the ride quality, but you will have to live with increased wind noise. It's almost as if the aero tweaks that supposedly disturb less air force more of it to flow up and over the windscreen instead of through the regular Polo's larger grille. Again, it's not enough to spoil the party. When cars are this good, you end up seriously nit-picking.

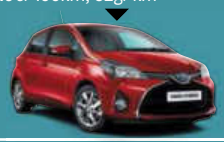
## Sign us up

Stickered at R239 200, the well-equipped 1.0TSI Bluemotion Polo is a genuine delight, both from behind the wheel and at the petrol pumps. The aero work, tyres and especially the switch to a lightweight three-cylinder motor all tangibly boost real-world fuel efficiency without the need for a half-hearted throttle pedal or an ECU that has overdosed on Valium. The result is a relatively affordable eco car for drivers, and that's a rare thing. tc

Mostly blanked-off grille, Bluemotion badges and aero-biased Buenos Aires rims are the most obvious tell-tales to the car's efficiency intent

## MEET THE RIVALS

**Toyota Yaris Hybrid**
› **Price** R282 500 › **Engine** 1497cc 4cyl petrol-electric hybrid, 74kW+45kW(e), 111Nm+169Nm(e) › **Transmission** CVT, FWD › **Stats** 11.8sec 0-100kph, 165kph, 3.6ℓ/100km, 82g/km



**Ford Fiesta 1.0T Titanium**
› **Price** R225 900 › **Engine** 999cc 3cyl turbo, 92kW @ 6000rpm, 170Nm @ 1400-4500rpm › **Transmission** 5-speed manual, FWD › **Stats** 9.4sec 0-100kph, 196kph, 4.3ℓ/100km, 99g/km

**OUR CHOICE:** Yaris tries even harder to be an eco warrior, but costs and bores much more. Won't get near its consumption claim either. Fiesta cheaper and perkier but uses more fuel when you're having fun. Polo for the win.

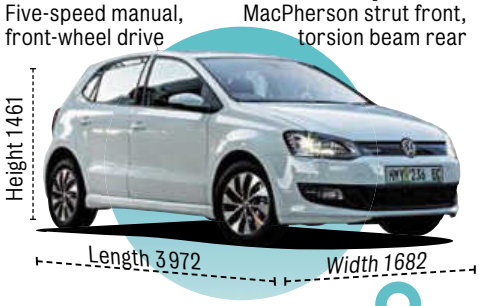
## VW Polo 1.0TSI BlueMotion

**Price (as tested)** | R239 200 (R257 152)

**Engine**
999cc 12v 3-cylinder turbo

**Transmission**
Five-speed manual, front-wheel drive

**Suspension**
MacPherson strut front, torsion beam rear




| | |
|---|---|
| **Boot capacity** | 280ℓ |
| **Utility space** | 952ℓ |
| **Kerbweight** | 1036kg |

### Power & torque

| | |
|---|---|
| **Power** | **70kW** @ 5000rpm |
| **Torque** | **160Nm** @ 1500rpm |
| **Power to weight** | 67.6kW per tonne |

### Brakes & wheels

| | |
|---|---|
| **Brakes front** | Ventilated discs |
| **Brakes rear** | Solid discs |
| **Wheels** | 15in alloys |
| **Tyres** | Bridgestone Ecopia 185/60 R15 |

### Performance data

| | |
|---|---|
| **Acceleration** | |
| 0-60kph | 4.38 sec |
| 0-80kph | 6.63 sec |
| 0-100kph | **10.1 sec** |
| **Overtaking** | |
| 60-100kph | 8.4 sec |
| 80-120kph | 9.61 sec |
| **Braking** | |
| 100-0kph | 3.00 sec/40m |
| **Top speed** | **191kph** |

### Fuel consumption

| | |
|---|---|
| **Fuel supply** | Direct injection |
| **Claimed** | |
| Urban cycle | 3.6ℓ/100km |
| Extra-urban cycle | 5.2ℓ/100km |
| Combined cycle | 4.2ℓ/100km |
| CO2 emissions | 97g/km |
| **Actual** | |
| Test route | 80km |
| Consumption | 5.5ℓ/100km |
| Cruising range | 900km |

TANK 45 litres

### Warranty, servicing

| | |
|---|---|
| Warranty | 3-year 120 000km |
| Service plan | 3-year/45 000km |
| Service intervals | 15000km |

MERC GLE 450 COUPÉ

# Wundercar

Another lofty, million-rand automotive experiment to further separate the haves from the have-nots, or just what the 'beige' SUV has been crying out for?

**Words** Ray Leathern **Photography** Desmond Louw

**LIFE IS CONSTANTLY** changing. Not a very profound thought, I know, but all you need do is take a look through your kitchen cupboards to see what I mean. In there you may find a brightly coloured box of *Futurelife* breakfast 'cereal'. Aside from the smart font and the promise of a few more Omegas, how much does it really differ from a box of *Jungle Oats*? The same goes for that once-white, now pale-yellow blender in the bottom draw – not much different from a shiny metallic *Nutribullet*, is it? They both blend stuff, surely.

It all boils down to an issue of packaging and brand attribution… and, of course, newer is better. Product developers the world over know it's the one with the slick design and clearly defined marketing message you want. Exactly the same thinking now applies to the once-humble SUV.

## Annex the SUV

The idea of a four-door coupe started with sedans a decade ago before spreading to SUVs with the first BMW X6. Now there's Merc's GLE Coupe, soon to be joined by the smaller GLC Coupe. I take no umbrage with the idea – if your job is scribbling cars for a living at a design studio in Los Angeles, how else are you going to enliven the old, slab-sided SUV. Anyone who's seen an older-generation ML will immediately recognise it's the knackered blender in the bottom draw desperately in need of a makeover. I know judging the aesthetics can be subjective, but there's no doubt the GLE Coupe turns heads. While I'll admit the sheer girth can look ungainly from ▸

certain angles, the sporty rear end is well resolved, complete with AMG GT-like bootlid spoiler. At nearly five metres long, it's a big car, but a substantial three-pointed star anchors the front end while wide-set air inlets and sculpted flanks accentuate its width. Depending on your point of view it is either sleek and sporty, or big and brawny. Like or loathe it, it's without doubt an arresting design.

## Intuitive interior

Climbing into the cabin with help from the running boards – not ideal for off-roading – I was prepared for a typically OTT Mercedes-Benz interior treatment. Instead, the majority of the interior has a toned-down, conventional feel. R32k for the rear entertainment package seems a little unnecessary, especially as there isn't much space for rear passengers to begin with but, there's a lot to like about the cabin. It's comfortable and ergonomically sound, including the easily mastered central control dial. Don't think for a second this means the GLE Coupe fails to engage though. That happens as soon as you tap the starter button.

Intuitive interface and clear instrument cluster rates high on satisfaction index

## EKG sound system

Merc's new 3.0-litre bi-turbo V6 first impressed me on a 230kph cross-country blast on the Autobahn, and driving it once again on local soil only underlines that notion. A corker of an engine, its 270kW and 520Nm – accessible across most of the rev range – drives all four wheels through a nine-speed automatic transmission. It's only hampered by its mass of 2.2-tonnes and the sheer number of closely stacked cogs that have the electronics moments of

indecision. Slip the drive mode into Sport or Sport+ and the air suspension firms up, the steering hardens, the auto 'box drops a couple of cogs and the soundtrack goes rock 'n roll. The exhaust note now becomes a bewitching blend of AMG GT-like bark when you floor it and shrill A45-like percussion when you lift off. Drive it for maximum aural reward and you'd better like the number 20. Why 20? Because that's the instant fuel consumption figure we saw most of the time. Of course you can slip it into Comfort, drive like you've lapsed into a coma and achieve an average consumption in the region of 13ℓ/100km, as we found on our test route.

## Primed for future AMGship

So it sounds like an AMG, drinks like an AMG, but my main concern with niche-busting cars is they're ultimately a bit of a let-down to drive. Think BMW X6, 5 Series GT, VW Passat CC or even Merc CLS – first generations of these cars felt cobbled together, burdened by compromise. I'm happy to report the GLE Coupe is better resolved on *its* first outing. Yes, the handling is wallowy in Comfort mode but it gets more composed in Sport; although at the expense of ride quality which becomes quite crashy over the likes of everyday manhole covers and highway joins. R50k for the optional Active Curve system that nips on the brakes and interfaces with the vehicle's stability systems ensures you don't catch the two-tonne-plus behemoth out when cornering too enthusiastically. The end product is a big SUV which chews up a mountain pass with minimal fuss, although 'athletic' is a word I'd use ahead of 'sporty' when describing its handling agility. Our test unit's optional 22-inch rims did love to tramline over road cambers too, but that's the price you pay for looking like a baller.

Terrain select-like dial promises go-anywhere cred. 22-inch rims and running boards you could surf on suggest otherwise

## Parting shot

In attempting to annex the SUV from the mundane, Merc's GLE Coupe has delivered on its manifesto: performance and style of a sports coupe, practicality of an SUV and the stately presence of a luxury sedan. While it ticks all these boxes – some better than others – the final product impresses by being more than just a cobbled-together Quasimodo of a car. It sounds fantastic, goes just like a 'junior' AMG should and has a totally unique character. Not only that, but all the head-turning and admiring glances we saw over our test period proves that; however oddly, it resonates with the public. It doesn't matter that more conventional SUVs offer better value and practicality, the GLE Coupe proves that when fashion trumps utility, you're onto a winner. TC

Ray@TopCar

## MEET THE RIVALS

**BMW X6 xDrivei35**
**Price** R993 503 **Engine** 2979cc 6cyl petrol, 225kW @ 5800rpm, 400Nm @ 1200rpm **Transmission** 8-speed automatic, AWD **Stats** 6.4sec 0-100kph, 250kph, 8.5ℓ/100km, 198g/km

**Range Rover Sport SCV6 HSE**
**Price** R1 279 774 **Engine** 2993cc 6-cyl petrol, 250kW @ 6500rpm, 450Nm @2500rpm **Transmission** 8-speed auto, AWD **Stats** 7.2sec 0-100kph, 250kph, 11.3ℓ/100km, 264g/km

**OUR CHOICE:** Each competitor is afflicted with a hint of badge snobbery but new Merc outdoes six-cylindered Beemer on performance and RRS on price. Couple that to its extrovert character and it wins out in our eyes

## Mercedes-Benz GLE 450 AMG 4Matic Coupe

**Price (as tested)** | R1 099 900 (R1 277 842)

**Engine**
2 996cc V6, bi-turbo petrol

**Transmission**
Eight-speed auto, all-wheel drive

**Suspension**
Double wishbone front, multi-link rear, air suspension

| | |
|---|---|
| **Boot capacity** | 650ℓ |
| **Utility space** | 980ℓ |
| **Kerbweight** | 2219kg |

### Power & torque

| | |
|---|---|
| **Power** | **270kW** @5 500rpm |
| **Torque** | **520Nm** @1800-4 000rpm |
| **Power to weight** | 125.8kW per tonne |

### Brakes & wheels

| | |
|---|---|
| **Brakes front** | Ventilated discs |
| **Brakes rear** | Ventilated discs |
| **Wheels** | 22-inch alloys |
| **Tyres** | Pirelli P Zero 285/40 R22 front 325/35 R22 rear |

### Performance data

| | |
|---|---|
| **Acceleration** | |
| 0-60kph | 3.24 sec |
| 0-80kph | 4.52 sec |
| 0-100kph | **6.22 sec** |
| **Overtaking** | |
| 0-120kph | 8.59 sec |
| 60-100kph | 3.08 sec |
| 80-120kph | 3.9 sec |
| **Braking** | |
| 100-0kph | 2.79sec in 38m |
| **Top speed** | **250kph** |

### Fuel consumption

| | |
|---|---|
| **Fuel supply** | Direct injection |
| **Claimed** | |
| Urban cycle | 11.7ℓ/100km |
| Extra-urban cycle | 8.1ℓ/100km |
| Combined cycle | 9.4ℓ/100km |
| CO2 emissions | 219g/km |
| **Actual** | |
| Test route | 80km |
| Consumption | 12.7ℓ/100km |
| Cruising range | 551km |

TANK 70 litres

### Warranty, servicing

| | |
|---|---|
| Warranty | 2-year unlimited km |
| Maintenance plan | 6-year/100 000km Motorplan |
| Service intervals | Determined by OBC |

# 15 BIG SHOCKS

## COMING WITH

# 2016's MOST WANTED CARS

1

# THE FOCUS THAT BEGGARS BELIEF: 0-100KPH IN 4.7SEC, 4WD

**Words** CJ Hubbard
**Photography** Wilson Hennessy

**TWENTY THOUSAND** dollars. To the Nitrous blue bundle of fury on these pages that's the cost of tooling the brackets for a slightly thicker rear anti-roll bar, because nothing in the existing Ford parts bin was suitable. But more significantly, it's the difference between 'a bar that's going to change the whole character of the car' and a compromise. So says vehicle engineering manager Tyrone Johnson, explaining that it wasn't a compromise he was prepared to make. 'You don't ask for $20000 in mainstream engineering,' he says with a laugh, 'because that is a big deal.' But for the new Focus RS? Nothing was impossible.

Almost everything about this third-generation Focus RS is extraordinary. Which is not the same as without limits. As the man in charge is quick to point out, there had to be a business case for everything he and his team chose to do; spending that $20k there meant $20k less to spend elsewhere. But seriously – name another car that has a four-wheel-drive system with a dedicated Drift Mode? Ford has built one into a five-door family hatch, given it 257kW and stuck with a manual gearbox. If we're currently in the midst of a mega-hatch war, this thing looks like a serious escalation.

Can it possibly be as good as the company claims? We've spoken to both Johnson and Focus RS chief programme engineer Jürgen Gagstatter, and cadged a passenger ride at Ford's Lommel Proving Ground in Belgium to try to find out. This is the story of the hot hatch of 2016.

It's been more than three years in the making, and has enjoyed support from right at the top since the start. 'Raj Nair really wanted this car,' Johnson says; Nair is Ford's vice president and chief technical officer. 'He really wanted this car. We probably wouldn't be sitting here without him.' This kind of cheerleading brings opportunities, but also challenges. There was no way Nair was going to let Johnson engineer the RS only for Europe, which would have been easier, and cheaper, than taking it into America as well. Instead, they had to figure out a way to make it work with both US and European safety regulations, and then come down a single production line in Saarlouis, Germany, amongst every other European Focus. 'This was very, very difficult,' he says. 'Almost moving worlds.'

To understand the scale of the challenge, you have to understand just how different the RS is to its ordinary brethren – and that process starts with the four-wheel-drive powertrain. 257kW didn't emerge out of the fog of war, so to speak, as a frantic response to what Audi, Mercedes and Honda were up to; it's been the figure from the beginning. But uprating the 2.3-litre Ecoboost four from the 228kW it produces in the Mustang involved changing the turbo, the cylinder liners, the intake system, the exhaust and the cylinder head – the latter assisted by none other than Cosworth. The intercooler is physically the biggest unit that will fit in a Focus, while the aggressive front bumper not only contributes to the 'zero lift' aerodynamics target, it features the largest possible cooling aperture and a grille with greater gaps in its mesh. Yet come the car's debut at the Geneva motor show in March, when the output was due to

RS engineering boss Tyrone Johnson: 'This was almost like moving worlds'

be announced, team RS was experiencing a technical hiccup that threw the planned figure into doubt, and they had to settle for a promise of 'more than' 236kW instead.

Hiccup subsequently overcome, the full 257kW peak at 6000rpm, encouraged along by 440Nm at 2000-4500rpm that overboosts to 470Nm for up to 18 seconds if you really nail it, and a valve in the exhaust combined with 'an injection strategy' that means it pops and bangs like a rally car in its racier settings. The next problem was how to control it, beyond the obvious recourse to 350mm Brembo brakes. Having already fed this level of power through the front wheels of the special edition Mk2 Focus RS500, Johnson recalls it took 'a lot of late-night meetings to convince the seniors that all-wheel drive was the future.' Being responsible for the Mk2's RevoKnuckle front suspension design probably helped his case. He knew that innovation's limitations, and he knew that to make the Mk3 'handle the way we want it to handle' it had to have all-wheel drive, regardless of packaging, production and cost issues.

Complexities include replacing the boot floor because the standard car's spare wheel well was in the way, fitting an entirely new 'saddle' type fuel tank, and swapping the rear subframe for an item that one of Johnson's engineers originally designed for Volvo 10 years ago (the Focus still being based on the 'C1' platform developed while Ford, Volvo and ▸

**'It took a lot of late-night meetings to convince the seniors all-wheel drive was the future'**

The choice of 350mm Brembos was the easy bit. Everything else they agonised over

**The RS is intended to feel 'like a rear-wheel-drive car with an enormous amount of grip'**

You'll know it's special by the blue stitching and huggy Recaros. The family, however, will think you've been uncharacteristically sensible

Mazda were bedfellows). Finding this 'breathed' too much when subject to RS-level forces, additional strengthening was added, which then effectively defeated the rear crash structures, leading to further head scratching. With more reinforcement within the bodyshell and on the front subframe, the RS is 23 per cent stiffer than a regular Focus overall, but 200 per cent stiffer in key areas. Other bespoke RS elements include lower balljoints and knuckles at the front, increasing camber to -1.5 degrees for extra grip, while the front power transfer unit and some of the bushes actually come from the Kuga. All of this has to be managed on a factory line already bursting to capacity. You get the idea.

And even once all-wheel drive was agreed, it's not as if Johnson and his team went for the easy option. 'We built a Haldex prototype,' he explains, 'and then said "we're not doing that".' He's not a fan of the system used by basically every rival – at his most succinct he describes it in four-letter form – largely because the advantages over front-wheel drive are rooted in straight-line traction alone. 'For understeer, those all-wheel-drive systems do nothing,' he claims. Ford's system is intended to be rather more active, or as Gagstatter puts it: 'Like a rear-wheel-drive car with an enormous amount of grip'. The distinction is instantly apparent from the passenger seat.

Can you genuinely tell how immediate the front end feels from the wrong side of the car, how resistant it is to washing wide through Lommel's 'Track Seven' hairpins – the scene of so many offs? Not definitively. But what is unquestionable is just how straightforward it is for the technician driving to bring the back axle into play. Not in terms of lurid tailslides (that comes later, on a skid pan), but in the way he's able to adjust the car's corner-exit trajectory under power. Nosing down the road like a laser or neatly sidestepping the rear tyres for a flourish, the RS feels unerringly transparent in its intentions and almost shockingly keen to do the driver's bidding. Yet he's so relaxed behind the wheel and so clearly not trying overly hard – with this brief demonstration of its prowess, carefully controlled though it is, you can't help thinking this Focus is going to make the Golf R and Audi RS3 seem as agile as an oven glove. Exactly how has Ford achieved this using essentially the same all-wheel-drive system as the Range Rover Evoque?

Let's bust that myth. Pointing at the Rear Drive Unit (RDU) on the underside of an RS that's been conveniently hoisted up in one of Lommel's garages, Johnson explains. 'Land Rover takes a unit like this from the same supplier, GKN. But our unit is different now. We actually used some of the Land Rover components early on in the programme, but we broke them all.' Deadpan, but you can tell he's grinning inside. 'So we've changed it completely. The housing is different, the internals are different, the gears are different – basically everything's different now. And we've made it more compact to fit our space.'

He's not kidding about compact. Sitting at the junction between the three-piece propshaft and the two rear drive shafts is a silver box that looks barely bigger than a loaf of bread – certainly much smaller than a conventional differential. It houses a pair of electronically controlled clutches, one for either side of the car, constantly varying the amount of drive going to each rear wheel and enabling the RS to achieve true torque vectoring. A Haldex system can only control the distribution front and rear; in the Focus up to 100 per cent of available rear torque – and that's nominally 70 per cent of the total at most, though Ford has seen up to 95 per cent real world delivery in testing – can be sent to a single rear wheel. It's not hard to see the dynamic potential, while outright traction and launch control means

**The other part of the challenge is that it can't be too hardcore – it's also got to take four people down the shops**

**Price** TBC
**Engine** 2261cc turbo 4cyl, 257kW @ 6000rpm, 440Nm @ 2000-4500rpm (470 on overboost)
**Transmission** 6-spd manual, AWD
**Suspension** MacPherson strut with semi-isolated subframe front; SLA independent with control blade rear
**Performance** 4.7sec 0-100kph, 265kph, 7.7ℓ/100km, 175g/km CO2
**Length/width/height** 4390/1823/1472mm
**Weight/made from** 1599kg/steel
**On Sale** Q2 2016

0-100kph in 4.7sec.

'The brains of it all is the software,' Johnson stresses, before acknowledging the initial size of the gulf between the potential and the actual. 'When we first started out on this we thought: once we get the RDU, everything else will be a piece of cake. Well, once we got it, that's when the work started. Because it didn't exactly work the way we wanted it to work. Or the way that we expected it was going to work.' This led to an epic amount of calibration effort, managing input from 'literally dozens of sensors' and complicated by the decision to offer four distinct – really distinct – driving modes: Normal, Sport, Track and Drift. Tuning each of these required a huge amount of graft. 'And then figuring out the right combination...' Johnson practically shudders. 'I mean endless, endless discussion on the right combination of the various factors that we had to try to decide about settings. We think we got it right.'

If this is all sounding a little too PlayStation for you, Gagstatter may offer some reassurance. Not only does he confirm the software work was done by the same team responsible for the near-omniscient 'torque vectoring by brake' that allows the Fiesta ST to dance a jig around its front axle – we can't think of better provenance, and the Focus RS has this as well – he explains that Ford retains a thoroughly hardware-driven approach. 'You start with the basic hardware tuning. Forget about electronics, electronic systems, because our philosophy is you do not want electronics to mask hardware and setup weaknesses.'

It also couldn't be all hardcore, all the time, since, as Johnson puts it, 'this generally is not going to be someone's toy car. This is going to be their car that they take to the grocery store with the kids in the back.' Hence additional complications/features such as the 'dual-mode' Tenecco dampers, which can be switched from Normal to Sport and

**SUSPENSION**
Dual-mode dampers are 40% stiffer in Sport setting, intended for circuit use only. 'Don't complain to me if it's too much on the road!' says Johnson. Front springs are 33% stiffer, rears 38%. The rear subframe was originally designed for Volvo. Ford had to check it wouldn't contravene rear crash regs

**STEERING**
2.5 turns lock-to-lock, linear ratio, electrically assisted with Normal and Sport weightings. Johnson: 'We spent a lot of time on steering tuning'

**WHEELS**
19-inch alloys with Michelin Pilot Super Sport tyres as standard; forged option saves 950g per wheel and is available with Michelin Pilot Sport Cup 2 tyres

**ENGINE**
Johnson: 'We went to the Mustang guys originally and said we've got an idea to make your engine more powerful. They weren't interested. Now they are'

**BRAKES**
Ducts and 'jet tunnels' direct cooling air to the 350mm front Brembos, 'the biggest ever fitted to an RS'. Calipers have four 38mm pistons. Optimising brake cooling saw 20% improvement: 'We stopped the car from 220kph 13 times in a row before seeing any fade'

**FRONT BUMPER**
Biggest possible aperture aids cooling, while spoiler targets 'zero lift' aerodynamic goal. 'This is not easy to do on a road car,' says Johnson

vice versa in any of the drive modes via a button located on the end of the indicator stalk. Again, differentiating the Focus from rivals, this is not a constantly variable system, but two individual damper curves, achieved via separate pathways within each damper unit and activated by a simple solenoid valve. Johnson says he wouldn't use Sport on the road – nor the Nürburgring – that's how much firmer it is. A section of Belgian pavé at Lommel confirms the contrast. Brutal. But on a smooth racing circuit the extra body control should ensure faster lap times.

Amongst all of this multi-faceted capability, does it not still seem incongruous that a company like Ford is offering a Drift Mode – no matter how much recruiting the marketing power of Ken Block helps it appear down with the scene kids? Johnson initially seems to agree: 'It can get you into a lot of trouble,' he says, and he doesn't just mean legally. This, however, is more a concern about people presuming an artless button press will turn them into a hero when its unmitigated abuse is quite capable of seeing the foolhardy exit stage left, in all likelihood pursued by a (smokey) bear. So why offer it at all?

'Number one,' says Gagstatter, 'obviously it demonstrates what you can do with this kind of all-wheel-drive system, that you cannot do with other types of all-wheel drive system. Number two, this is a car which is also aimed to appeal to the driver enthusiast.' Unsurprisingly, it works by manipulating the torque distribution at the rear axle to encourage the back end to step out, and both he and Johnson are at pains to underline that, as with every other driving mode, the intention is a consistency and transparency in response that leads to a controlled, intuitive experience. 'Even if you are not a professional driver you will quickly be relatively fast,' Gagstatter insists. He also confirms that by default Drift Mode keeps the electronic stability control switched on – 'It's in Sport mode, but it is still active. So the system still helps you if you overdo it.' Turn the ESC all the way off, though – which the RS will allow – and 'you are on your own.'

On the skid pan, the car emphasises this by vaporising its rear tyres and performing donuts so tight it's practically rotating within its own length. Our driver humbly describes himself as the 'average Joe' on the development team.

What a prospect: a five-door family car that's aiming to allow anyone with halfway competent car control to out-drift a new BMW M2 while retaining enough duality to fulfil the purpose inherent in its fundamental description. It's like a Mk1 Escort and an Escort RS Cosworth had a little bit more than a drunken fumble at the Christmas party, and we're all eagerly awaiting a result that's either going to be hugely embarrassing or one of the best decisions Ford has ever made. We'll know once we've driven it in January. tc

**A family car that allows anyone with halfway competent car control to out-drift a BMW M2**

**TRANSMISSION**
A twin-clutch auto would shave three-tenths from the 0-100kph time, Johnson reckons. But it would also cost more, weigh more (28kg), and be less fun

**PERFORMANCE**
Johnson claims none of the performance targets have changed since 2012 – and the RS achieved all of them. Eventually. 'It's not about the times, it's about the experience of driving this car.' Still: 0-100kph in 4.7sec and 265kph flat out – in a Focus?

**EXHAUST**
It is basically straight-through to the rear silencer – 'It passes drive-by noise regulations. Just.' An 'injection strategy' adds extra snap, crackle and pop

**THE CHASSIS**
Both cars are based on modular lightweight platforms that will serve everything from C-Class to Maybach, from 2 Series to X7. 48v electrics means greater efficiency and more gadgets: semi-active suspension and virtual dampers coming in the future!

**THE POWERTRAINS**
E-Class and 5 Series will go plug-in hybrid, both using 2.0-litre 4-cylinder engines with e-motors. Merc is ditching V6 engines for inline sixes, and both cars will get downsized four-pot diesels in a bid to crack 99g/km CO2.

**THE TECHNOLOGIES**
Both cars will feature spookily similar, hugely complex driver assistance systems, with remote-control parking, car-to-car comms, gesture control and sat-nav controlled predictive driving. They disagree on lights though: BM favours lasers, Merc LEDs.

**THE LINE-UPS**
Four-door saloons will remain the best-sellers, but Europe will gobble up the 5 Series Touring and a much better-packaged 5GT. China's fondness for limos will mean lwb versions will be key, with BMW basing its new e-power model on the lwb 5 Series. New E-Class coupe and cabrio will become proper four-seaters.

2

3

# NEW 5 SERIES, NEW E-CLASS
## CARBONFIBRE & HYBRID TECH REVIVE GERMAN ECO CRED

**BUSINESS CLASS** gets upgraded to first in 2016 as BMW and Mercedes load their Mk7 5 Series/E-Class rivals with the sort of kit and tech you used to expect only on a limo. That means not just more luxury, but cutting edge powertrains, futuristic driver aids, ultra-light materials and Stephen Hawking-smart platforms.

Merc's modular rear-wheel-drive architecture (MRA) and BMW's cluster platform (CLAR) are both flexible and scalable, so you'll find them underpinning everything from C-Class to Maybach (not the crossovers though) and from 2 Series to 7, with X-models included. Both use aluminium, and BMW also incorporates carbonfibre reinforcement elements, to elicit weight savings of between 70 and 150kg.
Better packaging frees up more space too.

A big, fuel-saving breakthrough comes from 48-volt electrical systems. Not only do they feed ancillaries such as oil and water pumps (goodbye to belt-drive!), but the system is also much better at recuperating brake energy and storing it in a lithium-ion battery. 48v also provides the power for new gadgets, such as electrically operated turbos delivering instant boost. Other future tech it could facilitate includes semi-active suspension with dynamic anti-roll/dive/squat, and electric actuators in lieu of springs and shocks. Radar surface scanners will replace camera-based sensors (which don't work at night).

Plug-in hybrids will be more prevalent in each line-up. Uncannily, both brands will offer 2.0-litre engines mated to 60kW e-motors; Merc will also offer a six with 80kW e-assistance in the US, and a plug-in diesel for Europe. And Mercedes is junking its V6s in favour of new, cheaper-to-build in-line sixes too. Out first is the 2.9-litre diesel with 233kW in twin-turbo guise and over 300kW when motivated by four chargers, two of them battery-driven. At the bottom end of the range, there's a new 91kW 1.6-litre four which, like BMW's 520d, is aiming for 99g/km of CO2.

Driver tech systems will personify both cars. Made by the same hardware supplier they're unsurprisingly similar, featuring remote-control manoeuvring, predictive driving governed by sat-nav, different levels of touchscreen interaction and gesture control, lane-changing and overtaking assist, and an autobahn-assistant which can be left alone at up to 130kph.

Still room for the driver in all this? We hope so.

AUTO BILD/LARSON

## 4 BMW M2

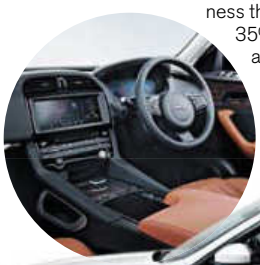
BABY M WILL BE BMW'S BEST DRIVER'S CAR

**TAKING INFLUENCE** from the legendary E30 M3, BMW is going back to basics with the new M2 – or at least, as back to basics as it can in 2016. Successor to the madly sideways 1M Coupe, the M2's emphasis is firmly on an awesome rear-wheel drive experience, and the methodology is a cut-down version of the M4. Motivation comes courtesy of a 272kW 3.0-litre twin-turbo straight-six that employs M4-grade componentry, but it's the incorporation of big brother's chassis tech that's really going to make this car shine. Forged aluminium suspension components, active dampers and – yes – the fully variable M-diff are all here. M-DCT 'box shaves two-tenths off the manual's 0-100kph, making it 4.3sec. On sale April.

## 5 JAGUAR F-PACE

NUMBERS SAY IT WILL TOPPLE THE MACAN, VOWS JAG

**IS IT ABSURD** that an SUV needs to be exciting to drive? Not these days, so Jag's F-Pace has no choice but to compete. To achieve this it will need to be ballerina-nimble and appreciably dynamic, as the Porsche Macan has both the handling and off-roading aspects waxed. Compared with the Macan's Audi Q5-sourced foundation, the F-Pace's modular underpinnings have given the engineering team more freedom to put the wheels in the best place for handling and interior space, and fewer body-in-white hardpoints to work around. Jaguar claims the F-Pace is a winner – it's double wishbone front suspension possesses a 50% greater lateral stiffness than that of the Porsche, and its integral-link rear 35%. Add to that the 50:50 weight distribution and a 280kW/450Nm 3.0-litre supercharged V6, and the F-Pace is going to be hoot to sling around your favourite mountain road. If the Jaguar F-Pace lives up to firm's words – and figures – it should be very special.



## 6 TESLA MODEL X

THE ALL-ELECTRIC SUV ERA STARTS HERE

**THE LONG-AWAITED** SUV companion to the game-changing Model S, the Model X could have been conventional and still wowed us. Instead, Tesla has conjured up an SUV with a drag coefficient of 0.24Cd – 20 per cent better than any rival – and fitted it with an all-wheel drive, twin-motor electric powertrain that produces either 381kW (90D model) or 560kW in the P90D. Deploy its 'Ludicrous' mode and it'll hit 96kph in 3.2sec. Yet the Model X also seats seven, tows 2.3 tonnes (an electric car first) and travels 400km on a charge. It's got the world's biggest panoramic windscreen, front doors that open automatically, and powered 'falcon wing' rear doors that can allegedly cope with the tightest parking space. Marty McFly eat your heart out.

## 7 ALPINE: THE COMEBACK COUPE

LE MANS-WINNING, WRC-WINNING ALPINE IS BACK!

**ALPINE IS** almost criminally under-appreciated. This is a marque that's conquered the Monte Carlo rally with a one-two-three finish – twice – won the inaugural World Rally Championship and taken overall victory at Le Mans. It resonates with the kind of engineering innovation that should have made it a true French competitor to Porsche, yet it's been languishing in a Renault-owned crypt for literally two decades. Finally, though, a comeback is on the cards, in the form of a mid-engined coupe with a four-cylinder turbo motor and a paddleshift transmission. Shouldn't be tough to better the Alfa 4C, even if the Cayman isn't looking worried. Shame Renault seems to have taken a leaf out of Honda's book when it comes to the launch schedule; though we'll see a production-ready concept very soon, sales don't start until 2017.

# 8 ASTON MARTIN DB11

## TURBOCHARGED? A MERCEDES BACKBONE? THIS CAR REDEFINES ASTON MARTIN

### The first proper new Aston in a decade

Drum roll please: Aston Martin's comeback coupe, the DB11, is our most anticipated car of 2016. Aston has a new boss in ex-Nissan exec Andy Palmer, a supplier partnership with Mercedes-AMG, fresh funding, and in March, it'll all come together in the new flagship. The good news is that this DB11 will continue with the rumbling, Ford-built V12, but massively overhauled. It'll be downsized in capacity to improve economy and emissions, but twin-turbochargers will increase power to beyond 447kW.

### There'll be a V8 model, too

The Mercedes link comes good with the addition of a secondary V8 variant to the DB11 range, using a version of the potent 4.0-litre twin-turbo found in the AMG GT. Too few cylinders for a cross-continental Grand Tourer? Not if the searing performance of the AMG GTS is anything to go by. And broadening the power and pricing scale of the range can only open the DB11 up to a wider customer base. All those 911 variants never did Porsche any harm...

### Electrics by Germany

As part of the Daimler tie-up the DB11 uses Mercedes' electrical architecture. That'll mean Aston's sat-nav and infotainment is dragged out of the dark ages, and opens up possibilities for digital instrumentation, connectivity and driver aids. Wiring harnesses are crucial to the user experience but costly and time-consuming for a low-volume sports car maker, so it's a smart move to short-circuit the process. The tie-up is evident in the S-Class switchgear transplanted into prototypes: these will become bespoke buttons in the finished car.

### But it's still very much an Aston

Beneath the surface you'll find a highly-evolved development of Aston's bonded aluminium 'VH' architecture. Prototypes spied on test sport a wider track, all the better for handling agility, and to make more room for less agile occupants. It bodes well that ex-Lotus dynamics guru Matt Becker is in charge of DB11 sign-off. Expect composites to feature in the DB11's construction, using lessons learned in the Vantage GT12 and Vulcan to slash kerb weight.

## It'll move Aston's styling forwards

Unlike DBS, Virage and Vanquish before it, DB11 isn't yet another minor development of the still-beautiful but long-pensionable DB9. So the styling will be a conscious departure from DB9, albeit a careful one. James Bond's DB10 is, of course, previewing elements of the design on cinema screens worldwide, particularly in the body surfacing. That Spectre car is one of the reasons why the new Aston will be badged DB11, but it's also to denote a stepchange in Aston's development. There's precedent here: there was never an Aston DB8. When DB9 replaced DB7, it was just as beautiful, yet profoundly more modern and broader in ability. History repeating? Let's hope so.

Test mule gives away DB11's wider track. We expect a handling masterclass

RADOVAN VARICAK/MOTOR FORECAST

# 9 BUGATTI CHIRON

## THIS 442KPH PHENOMENON WAS LINED UP TO BE THE 2016 SUPERCAR. NOW ITS FUTURE IS VERY CLOUDY INDEED...

**BUGATTI'S BEST** customers saw the successor to the 430kph Veyron SS – named Chiron– at a preview last July. Its public premiere was inked in for the Geneva show in March 2016. But the 442kph-topping, 1 100-plus kW supercar is now on hold, the most high-profile, high-performance casualty of Volkswagen's cost cuts in the wake of the dieselgate scandal.

You can understand why VW Group chairman Matthias Müller got cold feet about the Chiron. Imagine the headlines if VW had pampered a thrill-seeking elite with a supercar retailing at €2.2 million (+/- R33 million), when it had barely rolled up its sleeves correcting the 11 million diesel cars running the emissions defeat device.

It's a punishing blow for the Bugatti project, whose world's fastest car-goal in 2001 encapsulated the VW character: arrogance, steely determination and engineering excellence. The Chiron was set to follow the Veyron blueprint closely: carbonfibre body structure, four-wheel drive and quad-turbo W16 engine. By revising 70% of the parts, the engineers had coaxed another 220kW from the 8.0-litre W16, pushing it to beyond 1 100kW; the dual-clutch transmission was primed to handle nearly 1 627Nm of torque. Redeveloped tyres and a modified 4WD system with adaptive torque split and torque vectoring reportedly delivered a 2.3sec 0-100kph time. To go for 442kph v-max again required a second key to lower the nose, lock the rear airbrake and shut the selectively blocked air intakes.

The Chiron includes new design elements. Double-barrel headlights sit eye-level with the badge on top of the horseshoe grille, the roof-mounted air intake scoops are dropped for semi-oval lateral apertures, and the engine is partly covered by a panel wearing Bugatti's trademark centre crease.

The finished car seduced a double-digit number of clients into signing contracts and pledging to pay deposits in two tranches, with the second triggering the delivery of the jewel-like speed key as an appetite-whetter. Now the Chiron is on hold. Whether it sees the light of day depends on how quickly VW restores its reputation.

10

# HONDA NSX

## TECH-LADEN NSX WILL BRING BRAINS AND BRAWN TO THE 911/AUDI R8/ McLAREN 570S BATTLEGROUND

**Price** TBA
**Engine** 3493cc twin-turbo V6 plus 3 x e-motors, 422kW @ 6500rpm-7500rpm, 644Nm @ 2000rpm
**Transmission** Nine-speed paddleshift DCT, four-wheel drive
**Performance** Sub 3sec 0-100kph, 307kph, 9.4ℓ/100km (est), n/a g/km CO2
**Weight** 1725kg
**Length/width/height** 4470/1940/1215mm
**On sale** Late 2016

**THE NAME MAY** be the same and the remit similar – an everyday supercar with a road focus – but that's where the similarities end, as they must for two cars developed a quarter of a century apart. NSX 2.0 is a hybrid two-seat sports car set to cost in the region of R2.6million. The bald figures are 422kW from a car weighing 1725kg, a top speed of 307kph and a 0-100kph time of less than 3 seconds. Unlike the (less expensive) BMW i8 and (significantly more expensive) Porsche 918, the NSX is not a plug-in hybrid. The battery is small (1kWh for an EV range of about 2km) and, like the three e-motors it feeds, exists only to enhance performance.

Aluminium with strategic use of carbonfibre (a single large floor panel) and high-strength steel, Honda claims the car's structure sets class standards for rigidity, but then the NSX has been so long in development it's been variously benchmarked against the (now defunct) Ferrari 458 Italia and the long-in-the-tooth Porsche 911 Turbo. Suspension is by double wishbones at the front and multi-link at the rear, controlled by magnetic dampers. Honda's worked to reduce the front motors' corrupting effect on the steering through clever geometry and double ball-joints on the lower suspension arms.

The engine's a 3.5-litre, dry-sumped twin-turbocharged V6. There's variable timing on the intake and exhaust cams but full VTEC, with variable lift, does not feature. With twin turbos and e-boosting (the 148Nm rear e-motor works to deliver torque where the single-scroll turbos fall short), Honda deemed the system surplus to requirements. The engine drives the rear wheels through a home-grown twin-clutch 9-speed DCT transmission, with the e-motors calibrated to smooth the dips between gears with momentary power surges – all part of the NSX's 'zero-delay' philosophy.

On paper the NSX weighs too much, but you wouldn't know it when you hit the throttle

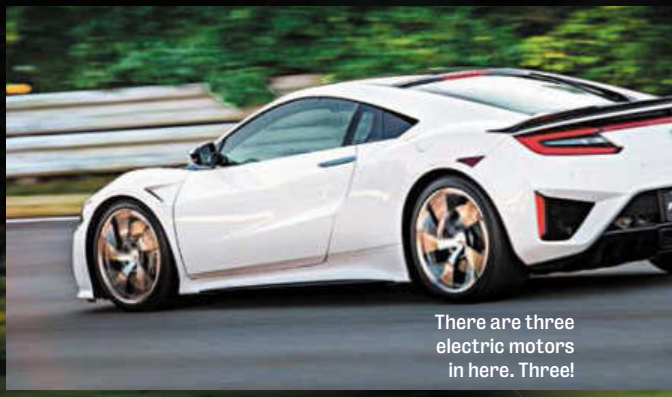
If the NSX sounds like a complicated car – and its spec sheet, prolonged gestation and sheer weight would suggest it is – that feeling lasts only as long as opening the door and sliding over the slim sill into the low-slung but comfortable cockpit. Take a moment to appreciate the panoramic forward visibility – low dashboard, slim A-pillars – start the engine (if it stays silent you're in EV-biased Quiet mode), grasp the oddly shaped wheel (pronounced bulges where you grasp it) and go.

For a car weighing more than 1700kg (a gluttonous 300kg more than a McLaren 570S), the NSX makes a good fist of feeling fast. 'Zero delay' might be a slight exaggeration but with the hybrid drivetrain delivering additional torque and all-wheel-drive traction, the Honda launches with a refined violence that can make you feel mildly unwell. There's no need for any throttle modulation – just put your foot down and the low-slung coupe hooks up without a flicker of the traction control and gathers speed with a heavy insistence. It's a job to keep the thing in gears, so closely stacked are the ratios. After the initial getaway that ferocity does bleed away as the car's weight and the e-motors' ability to help diminishes, but this remains an effortlessly fast car.

A shame then the gearbox itself isn't nicer to use, and that the cacophony of acceleration is both a little ugly in note and dislocated from what the engine's actually doing. The cheap-feeling shift paddles pull home with a disappointing 'clack' and offer little of the McLaren unit's feel-good tactility. And while the exhaust note is nothing more than a muted if potent purr in normal driving, twirl the drive mode selector around to Sport or Sport+ and the racket from the artificial acoustics is less than spine tingling.

Take a moment to get the measure of the steering. The system is neither hefty and nuanced like a Porsche 911 GT3's, nor exhilarating in its speed and responsiveness like a Ferrari 488 GTB. Deliberately so, argues project leader Ted Klaus – 'We wanted driver confidence and a sense of complete control.' True enough as you build speed and slide into Sport+ (the third of four modes, which ramp up from Quiet to Track) you grow to admire the accuracy and reassuring paucity of slack in the NSX's steering. Response to your demands is immediate and accurate, and it's during these tentative enquiries that the first flickers of chassis magic make themselves known. At speed the car changes direction with an almost surreal ease, as if the physics that normally interfere with doing so have been subtly but tangibly re-written in your favour.

Soon you long to get stuck into a meaty complex of corners, happy that you have the car beneath you to monster them. Here the NSX's mixed-media powertrain promises unique advantages, being able to trim the force at each front wheel for an ideal cornering attitude without drive-sapping applications of the brakes. At the wheel you're vaguely aware of the car's intelligent powertrain at work but mainly there's just a sense of neat, composed togetherness, the Honda driving where you expect a slide.



There are three electric motors in here. Three!

Ultimately the NSX is inseparable from its hybrid drivetrain. Without it the Honda would be a lighter, less powerful, less complex car, and one closer in spirit to its namesake. But Honda, perhaps more than any other manufacturer, is a believer in progress through technology. Do the advantages of the NSX's hybrid powertrain negate the weight penalty? Given the car's real-world remit, Klaus is adamant that they do, and the way it powers out of tighter corners, shrugging off early stabs of throttle and translating them into big corner-exit speeds, would certainly seem to back him up, as would the car's eerie sense of agility without the instability. But still the NSX can't out-think 1725kg.

An extended road drive – as opposed to this all-too-brief first encounter – will answer a lot of questions, and perhaps banish the lingering fear that this car just doesn't feel as special as it should. Job done, Honda argues, if 'special' means obtrusive NVH, tiresome steering and a chassis prone to spats of oversteer. This is an everyday supercar, remember, but surely the game's moved on – what's not everyday about an R8, 570S (okay, the doors perhaps) and the 911 Turbo? Technically fascinating, impressively resolved and unfeasibly easy to drive fast, if the NSX has a failing it's that its road-biased remit has left it feeling a little aloof. The original's subtle brilliance emerged with time and miles. Perhaps it'll be the same story with its complex, enigmatic and fiercely ambitious successor. tc

11

## RANGE ROVER'S 'X3'

THERE'S A GAP IN THE RANGE ROVER LINE-UP. NOT FOR LONG, WITH A SLEEK, ALUMINIUM 4X4 ON THE WAY…

**THE EVOQUE** has been a gamechanger. It proved a smaller Range Rover was just as desirable as a big one, gave JLR the confidence to push more avant-garde design, and raked in cash. In late 2016, Land Rover will again mine this successful formula, with a new, fourth Range Rover model. Codenamed L560, the premium 4x4 is positioned between Evoque and Range Rover Sport – precisely where its rivals, the BMW X3 and Audi Q5, sit. Sources say the five-door SUV's design takes the Evoque formula and makes it more aggressive and dynamic. Under the skin, L560 has an aluminium chassis, like the big Range Rovers and Jaguar F-Pace (pictured above). The lightweight construction will be novel in its class, and help maximise economy and cut emissions. While Jag's F-Pace has an on-road bias, L560 will have a higher ride height and be primed to conquer off-road, using its adaptable four-wheel drive selected by a Terrain Response controller. Core engine is the four-pot 'Ingenium' diesel, and its 2.0-litre petrol cousin should be ready for L560. Rangie's X3 could sell up to 80 000 units a year. Priced competitively, we predict another smash hit – just like the Evoque.

12

## LAND ROVER DISCOVERY

MAKES A SWISS ARMY KNIFE LOOK USELESS

**THE 2004** Discovery was arguably the least 'styled' car of the decade. Four doors without crease or contour, ugly but protective plastic wheel arches, myriad square or rectangular motifs from the rearmost side glass to the chunky front bumper, Geoff Upex's creation was a Bauhaus masterpiece: maximum functionality, minimum adornment. To these eyes, it was an icon. To Land Rover, it was a polarising design statement that repelled too many prospects, and it had to go.

So this is the new Discovery, coming summer 2016. Admittedly, it's the 2014 Vision show car, but that car IS the new Discovery, down to its slanted waistline, slitty lamps and sculpted bodysides. It's every inch the vogueish crossover, rather than bluff SUV. Here's what else you can expect.

### 1 THE CONCEPT

Range Rover majors on luxury, Defender on capability, and the Discovery family is all about versatility. 'In Discovery you'll see an absolute focus on this: they'll be the most versatile cars in the segments in which they compete,' then-group marketing director Phil Popham told TopCar. 'Discoverys will offer efficient and creative use of space, re-configurability especially of seating position, and the ability to take seven people comfortably.'

So far, so familiar. One detail that is changing is today's two-piece tailgate, which makes way for a conventional hatchback. Expect there to be a clever fold-out shelf, which you can use for a picnic table/seat/paparazzi shots of the next royal baby. Versatile, eh?

### 2 THE TOYS

The Disco's five rear seats will fold, slide and stow independently, and will be fully motorised. Expect the configuration process to be effortless and options almost limitless. If there's four of you, power the middle row out of the way and wallow in legroom to shame a limousine. Seats will fold into mini-tables too. Sadly a lot of the Discovery Vision concept's technologies aren't yet ready for production – remote-control driving and laser-guided wading – but the Discovery will have serious off-road ability. You set the obstacle on the Terrain Response dial – shifting sands, rocks, mud up to the wheel centres – and let the electronics precisely meter torque to axles and individual wheels for insatiable progress.

### 3 THE STRUCTURE

The outgoing Discovery's Achilles' heel is its obesity, bellyflopping it into the list of the heaviest cars. Blame the T5 platform, with its old-fashioned body-on-frame design. The new model will slash hundreds of kilos off the kerb weight, by switching to the aluminium monocoque chassis that underpins the big Range Rovers. Agility, performance and economy will be transformed, especially with the return of the four-pot Disco: a 150kW+ 2.0-litre diesel with twin turbos is rumoured to be in the works. There'll be six-cylinder, V8 and hybrid engines too. Expected sales in the fourth quarter.

## 13 FERRARI F12 TDF

FERRARI DESIGN STRAYS INTO MAX POWER TERRITORY

**WHAT IS IT?**
Not a turbodiesel, despite silly name. In fact 'tdf' stands for Tour de France, an endurance road race Ferrari used to serially win in the '50s (well, they couldn't call it F1 right now, could they?). They've basically taken the F12 berlinetta and turned it up to 11. It's road legal, but if you don't live at Nardo you'll struggle to exploit it.

**AERODYNAMICS**
They've gone to town – doubling the F12's aero efficiency by reshaping every panel and then punching clever holes all over the place. Race-car brainpower abounds in the front splitter, dive planes, floor wings, louvres and the bonnet's signature aerobridge. The rear spoiler's got huger, and the rear diffuser's three 'active flaps' can now eat unsuspecting small mammals.

**POWERTRAIN**
F12's naturally aspirated 6.3-litre V12 gets pumped from 544kW to 574, with 705Nm of torque from 2500rpm. The engine's been race-fettled using F1-inspired variable-intake geometry trumpets (no less), and the F1 dual-clutch 'box has been wholly remapped, with 6 per cent shorter ratios, 30 per cent faster upshifts and 40 per cent faster downshifts.

**PERFORMANCE**
It's as insanely quick as you'd hope, hitting 100kph in 2.9sec and achieving 'in excess of 340kph', putting it in LaFerrari territory. More curious is that the front tyres are wider than the rears, quashing understeer but surely making lurid oversteer inevitable? Enter 'Virtual Short Wheelbase' – Ferrari's first rear-wheel-steer system.

**INTERIOR**
Here's where you can see for yourself how they've saved a massive 110kg over the F12. Instrument pods and doors are carbonfibre, floor mats are bare aluminium and they've even pinched the glovebox. Few loved ones will be impressed at having to hold the tin of boiled sweets while you enter the gravel trap backwards.

**CAN I BUY ONE?**
If you're quick – they're making just 799. It's vulgar to talk about price, so Ferrari doesn't. The bigger question is why would you? With more bulges than Lou Ferrigno's trousers it's the surely the louchest, most taste-averse Ferrari yet.

## 14 PORSCHE BOXSTER/CAYMAN

MID-ENGINED TWINS GO FOUR-POT

**MOVE ALONG NOW,** nothing to see here? While the imminent new Boxster might display the trademark, modest facelifted Porsche tendencies – new bumpers, tweaked front and rear lamp graphics – this early 2016 car is a very big deal. That's because it's running a four-cylinder engine. It's not a V4 like Porsche's 919 Le Mans-winner's, although the base Boxster's opposite piston engine does share its 2.0-litre capacity. The advanced, direct-injection design gets only one fixed-vane turbo. The outgoing Boxster six makes 195kW: expect the new flat-four to best that with up to 224kW, and monster its 280Nm of torque thanks to its forced induction.

Pricier Boxsters will also run a turbo four, a 2.5-litre, with up to 272kW for the GTS edition. Theoretically, the high-end four is brawny enough to replace all six-cylinder units bar the Boxster Spyder/Cayman GT4's spiciest 3.8-litre.

The revamped 911's upgraded infotainment system will complete the package.

Next year's Boxster has fewer cylinders but more power

15
FORD PERF

# FORD GT

## THE GT RETURNS TO LE MANS, AND GIVES FORD A NEW RACER FOR THE ROAD

**Words** CJ Hubbard **Photography** Steffen Jahn

**AT THIS MOMENT** in time, the new Ford GT is like an iceberg in the supercar sea. We've seen it, it's real, we even know when it's going to arrive; but exactly how big the impact is going to be when it hits depends very much on what's lying beneath the surface. And the waters surrounding it are deceptively murky, despite initial confirmation of over 450kW, carbonfibre construction and exceptional aero. It certainly seems like a significant blip on our radar – just how worried should the establishment be?

This has been a secretive project right from the start. Genesis was a small team, located in a Dearborn basement, working late nights and weekends – the only time they could push the car outside and see what it looked like in daylight. The faintest flutterings of rumour heralded its arrival at the Detroit motor show in January, but still it was a shock – suddenly there, a new Ford GT. Not just in concept but as a statement of definite intent, subsequently reinforced at Le Mans in June where Ford unveiled the racing version, and with it a pledge to be on the grid at La Sarthe the following year, the ultimate 50th anniversary celebration of the original's famous one-two-three victory.

That, however, is about as sentimental as the new GT gets. It most definitely is not some kind of self-congratulatory heritage pastiche. Concrete details include the structure: a full carbonfibre tub, clad in carbonfibre panels, with aluminium components front and rear to cradle the engine, mount the suspension and tolerate crash testing. Much like a modern McLaren. Instead of a fire-breathing, old-school V8, the engine is a race-proven 3.5-litre twin-turbo Ecoboost V6, driving the rear wheels via a seven-speed Getrag twin-clutch automatic. The suspension uses in-board push-rod dampers and an unusual-enough-to-patent spring-and-torsion-bar combination – an 'active' setup to go with the active aerodynamics. The brakes are Brembo carbon-ceramics. The interior features a digital gauge cluster, paddle shifters and a steering wheel as laden with buttons as any from Ferrari. But this lot aside, Ford has been reluctant to reveal any specifics.

Dave Pericak, head of Ford Performance – the organisational umbrella that now encompasses Ford Racing and the blue oval's high-performance production cars – is keen to apologise for the cloak and dagger. 'It's a bit more sensitive right now than it would typically be,' he says, 'and that's only because we are getting ready to race.' The new GT's first competitive event is set to be the Rolex 24 at Daytona in January, while the production version won't be ready until the following November. But even this builds intrigue. The road car and the racing car are different beasts, aren't they? Think again.

'Other than the obvious changes you have to make when you go racing – the fixed wing, other rules and regulations you just have to follow – the road car is the race car and the race car is the road car,' Pericak explains. So much so that it's difficult to examine one

**'Other than the obvious changes the road car is the race car and the race car is the road car'**

Carbon dashboard is part of the structural tub. Imagine it! They had to sign off the dash first

without reference to the other. In fact, we're going to go out on a limb here and suggest that to find the last time a supercar and a racing car were this closely aligned you'd have to go back to the heady days of the Porsche 911 GT1 and the Mercedes CLK GTR. The GT isn't being positioned to compete at that level – those cars were gunning for outright victory, while the GT LM racer is entered in the GTE Pro class, several rungs below today's front-running, hybrid-enhanced LMP1 prototypes – yet it's clear that Ford is taking the process exceptionally seriously.

'There is very little lag between road-car and race-car development,' Pericak confirms. 'It's very challenging to do both at the same time, but it's a huge benefit in that you're able to design big things into the base car that will help you with racing. The program was conceived from the start as a road car, but once we decided we were going racing they were running in parallel.'

Given this insight it doesn't take a genius to spot the prioritisation: the compact, teardrop-shaped cabin, so remarkably reminiscent of current LMP1 cars; the extensive use of carbonfibre, and the choice of Canadian race-car engineering firm and carbonfibre experts Multimatic as development and assembly partner. Then there's the engine's previous life winning IMSA endurance races, which it's been doing for the last two years already – including the 2014 Daytona 24 hours and Sebring 12 hours. 'We're obviously looking for the best power-to-weight ratio and the smallest frontal area,' says Pericak. 'Every curve, every line, everything on this car has been put on there for performance, and especially ▸

knowing that we were going racing.'

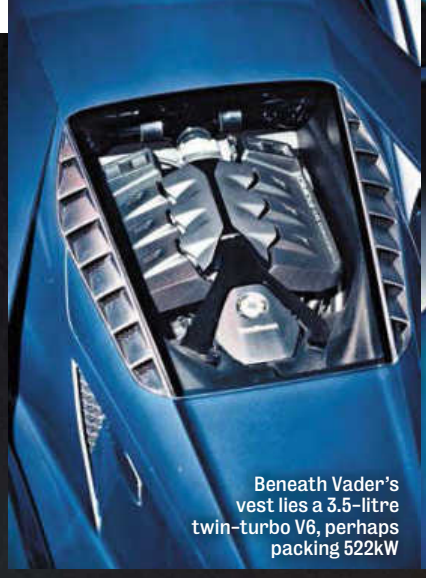
Yet there's more, because when asked what he thinks is the most innovative aspect of the new car, Pericak replies that he can't tell us until it's taken to the circuit in anger. Seriously? What else is the GT hiding? Something Ford feels gives it a competitive advantage, that's for sure – and probably something to do with the torsion bar and spring suspension combo. Since torsion bars and springs usually do the same job, Pericak does admit that part of the system's smarts is the ability to use both together or lock the springs out, radically altering the effective spring rate, on the fly. 'It allows us to really change the character of this car. It's really unique, and really performing extremely well.' Then he adds, 'This is the area where I've got to watch what I say.'

The most innovative aspect he can talk about? 'How we've been able to lightweight the vehicle, and do it in a way that is extremely balanced.' Yes, 'lightweight' is a verb now, that's how crucial it is. As for how innovative, check out the cabin. All of the carbon on the inside is part of the structural tub, including the dashboard – a development interior designer Amko Leenarts believes is an industry first. Doing this meant the fundamental bones of the cockpit had to be signed off almost immediately because the tub's design had to be fixed in order to allow the engineering work to commence.

**'It's not like anything you've ever driven before. It's the most well-balanced car I've been in – ever'**

'We had a really good design philosophy from day one,' Leenarts says, looking what you'd swear was relieved, 'which was about getting it as lightweight as possible, celebrating negative spaces, getting in a simplicity that was easy to read.' For instance? Fixed seats, the dashtop 'wing' that hides the wiring and echoes the exterior's flying buttresses, and the graphics used in the digital instrument cluster, which are specifically designed for peripheral viewing; 'We don't want anything distracting when you are driving that car.' 200mm of steering wheel reach adjustment and moveable pedals serve to make the driver comfortable, in place of heavier seat adjustment mechanisms. 'Everything that we've done is to take weight out of the car,' Pericak reinforces. 'If we didn't need it, we didn't put it in there.'

But wait a minute – is this starting to feel like Nürburgring syndrome at its worst? Could the new Ford GT be so focused on delivering a decent racing performance that the road car is in danger of becoming unenjoyable? Even undriveable? Not according to Pericak: 'I've got quite a few hours logged already and when you drive the vehicle it's not like anything you've ever driven



Beneath Vader's vest lies a 3.5-litre twin-turbo V6, perhaps packing 522kW

Shift paddles long and sharp enough to double as a cheese knife. Brembos are carbon ceramics

before. For me personally, I can say it's the most well-balanced, well-behaved car that I've been in, ever. And it's extremely intuitive the minute you get behind the wheel.' What is it like compared to the previous version – 2003's mid-engined V8-powered reimagining of the GT40? 'They are in two separate worlds, it's not even a close competition.'

Ford isn't officially saying what that means for outright performance yet, but the portents are there. 'We're putting a V6 into a supercar,' Pericak reiterates, 'and we're extremely confident that we will be as good or better than the rest of the supercars. And that's a heck of a statement to make, right?' The original claim of 'over 600bhp' (447kW) is surely closer to 700 (522kW) in reality. Target weight must be in the region of McLaren, say 1200kg dry. The aerodynamics are clearly on display. Even with the traction limitations of rear-wheel drive, 0-100kph has got to be sub 3.0sec, and top speed well over 320kph.

Ford also isn't saying how many GTs it will build, but Pericak confirms 'it will be a very low number'. Not just because of the production limitations with carbonfibre, but because Ford knows it's important to maintain a sense of prestige. As for the price, he says we should look to the Aventador. Yikes! Yet he's adamant Ford is 'not doing this to try to get rich'. So why is it doing it at all?

'It's the embodiment of what's great at Ford Motor Company. A lot of people ask why are you doing it? And I always love to give the fun answer of "because we can". But that's not the real answer. The real answer is we're doing the Ford GT because we want to showcase and demonstrate our engineering prowess and all of the capability that we have at Ford. Showcase it, be proud of it, and have it be the pinnacle of performance.'

Can the GT possibly live up to that kind of hype? Watch this space... tc

## New Ford GT: road car or race car?

**THE SHORT** answer is both. But there are differences, most of which show the sophistication of the road car. To go racing, Ford has to remove the active aerodynamics, while GTE regulations mandate no more than 500bhp (373kW) – bad news for rivals, as that's 75kW less than what has already proven durable over 24 hours winning races in a Daytona Prototype. Chip Ganassi Racing ran that car, and it will run the GTs, too, alongside Felix Sabates. The actual road car engine is an updated, enhanced version of the racing unit. Can the new GT take class honours on its anniversary return to Le Mans? Dave Pericak: 'All I can say is this: we're going to be ready to race and I hope everyone else is too.'

Although this is the concept car, Ford says 95% of it is locked down for production

### Fiat 124
**The Italian MX-5**

If this doesn't float your barchetta, check your pulse. To the charm, rwd chassis delicacy and reliability of Mazda's roadster Fiat adds new front and rear ends plus turbocharged 1.4-litre power and a name that's been evoking passions for half a century.

# THE 12 OTHER CARS WE'RE LOOKING FORWARD TO IN 2016

### Maserati Levante
**The Sexy Utility Vehicle**

Swoopy roofline and tiny boot may make Italy's entry one of the least useful in the global SUV contest, but it should have enough style to make Bentayga look like a shoebox. Wisely not borrowing sister brand Jeep's Cherokee platform, Maser sticks with Ghibli chassis – and V6 engines too.

### Audi TT RS
**The TT that thinks it's a 911**

Bursting out of its cutesy coupe suit like a frustrated superhero this rabid TT ekes 298kW from its 2.5-litre turbo five-pot, putting Carrera S into sharp focus for much less cash. Okay it lacks the Porsche's rear-engined magic but its techy cabin is simply sensational. Can Audi's chassis live up to it? Expected to take style pointers from 2014's TT quattro sport concept (pictured).

### BMW M4 GTS
**The fastest road car BMW has ever made**

So, 0-100kph in 3.8sec, 306kph (limited!), titanium exhaust, no rear seats, 700 limited edition. And it looks like... *this*. MotoGP safety car turns reality, water-injection and all, leaving us camped on a Munich pavement until next March.

## Porsche Panamera
**The no longer ugly four-door**

Someone's tapped Porsche on the shoulder and pointed out that four-door coupes *can* look sexy. And here's the result. With a new platform underneath spawning everything from a junior version to the next Bentley Continental, it should be the four-door coupe we craved.

## Hyundai Creta
**The Korean Ecosport**

The Creta (a.k.a. ix25) is Hyundai's attempt to challenge the Renault Duster and Ford Ecosport, a segment it's left untapped until now. Built in India the vehicle employs the company's updated design riffs to max effect. Expected early 2016.

## Alfa Romeo Giulia
**The rear-wheel-drive 3 Series challenger**

Petrolheads hold their breath as we wait to see if this handsome saloon is, finally, the Alfa to shake us from our 3 Series, A4s and C-Classes. Rear-driven, with an engine range led by a snorting V6, and laced with lightweight tech, it has the weapons. We'll know soon enough.

## Merc AMG GT3
**The supercar GT racer**

Above is an FIA homologated GT racer with a 6.3-litre V8, but much as we're looking forward to that, it's the roadgoing offspring that we await. Also tipped to be badged GT3, it promises 436kW from a twin-turbo V8 and a 321kph top speed. Even hotter 'GT-R' may follow. Nurse, the screens!

## Bentley Bentayga
**The 300kph hyper-SUV**

Okay, to say we're all 'looking forward' to it is stretching things, but the world's fastest and most opulent SUV is unignorable. W12-powered, 2.4 tonnes and looks to scare its own mother, it's the loudest statement yet in the age of China-chasing. Will be the auto event of the year.

## Toyota Fortuner
**The Everest's nightmare?**

The all-new Toyota Fortuner rides a modified version of the new Hilux's underpinnings, a bakkie famous for being almost indestructible. Sharp headlights, chrome accents, a V-shaped grille and radical new rear end help the Fortuner stand out from not only its utilitarian siblings but its adversaries, too.

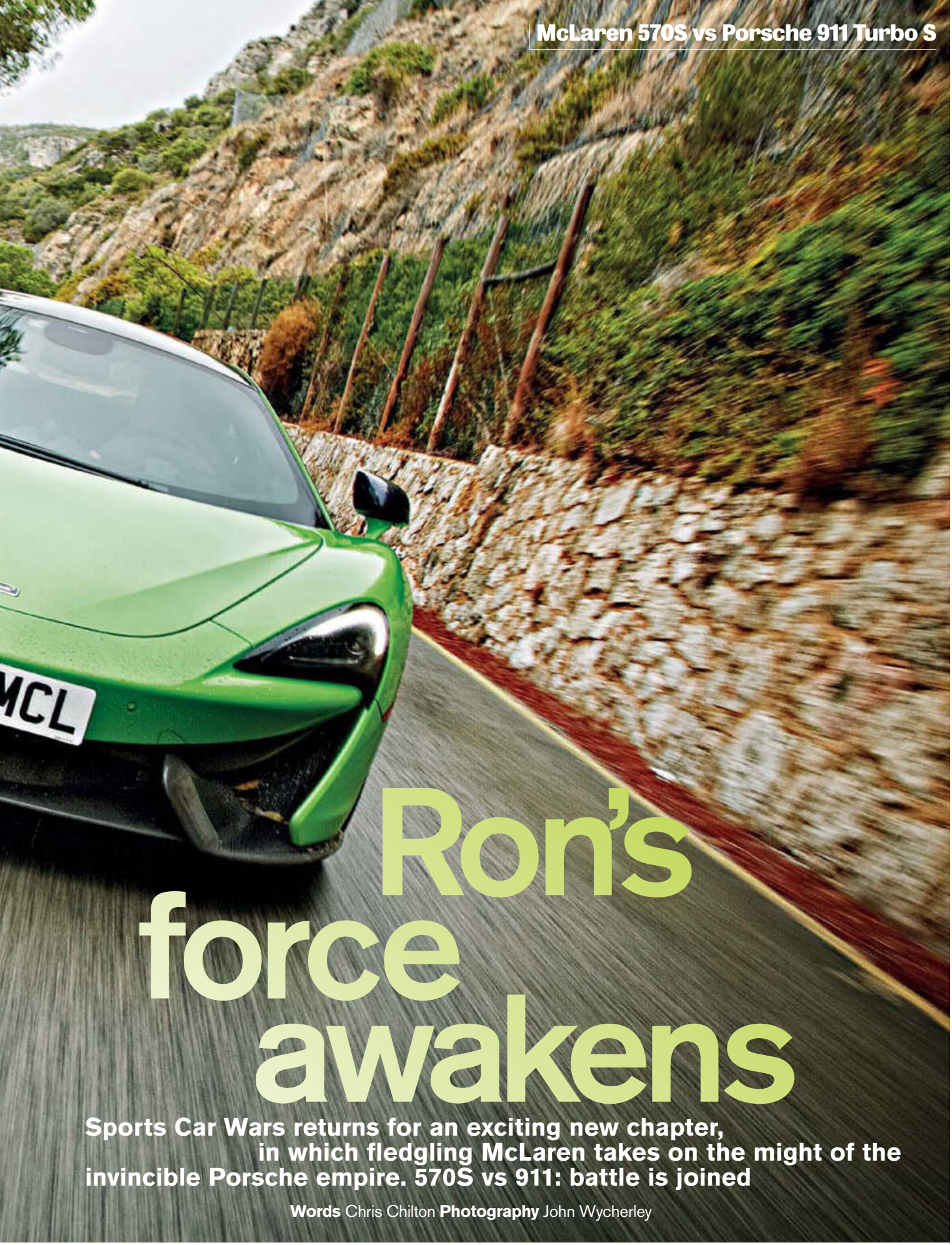
## Ford Edge
**The global Q5-botherer**

Americans have been living on the Edge since 2006, and now, with an all-new model ready to roll, it's our turn (and Europe's). Based on a platform it shares with Mondeo, S-Max and co, we're hoping the Edge will mix Kuga civility with a cheeky dose of the US chunkiness to which we're all susceptible.

## Volkswagen Tiguan
**The second coming**

The new, second-generation VW Tiguan switches to Wolfsburg's MQB architecture – the same oily bits as a Golf 7 – and this brings a wealth of technology such as pedestrian detection, as well as more flexible proportions. 4motion all-wheel drive system now boasts a switch to let drivers toggle between on- and off-roading functions.

GB
Y666




# Ron's force awakens

**Sports Car Wars returns for an exciting new chapter, in which fledgling McLaren takes on the might of the invincible Porsche empire. 570S vs 911: battle is joined**

**Words** Chris Chilton **Photography** John Wycherley

**ESTORIL CIRCUIT, PORTUGAL.** Today they meet as rivals, McLaren and Porsche, 570S and 911 Turbo. Britain's newest sports car and Germany's longest lived, prowling through the sopping wet paddock of a storied circuit once a mainstay of the Grand Prix calendar, now a mere footnote in its history. But almost exactly 31 years ago on this very tarmac, it was a different story. A story about the collective might of German and British motorsport brains working together to produce a car that decimated the opposition. A story about the closest F1 championship in the history of the sport.

By October 1984, and the last race of the year, McLaren's Porsche-engined MP2/3 had dominated the season, the constructors' championship already firmly in the bag following a 1-2 win at Zandvoort three rounds earlier. But the real excitement was in the drivers' championship. Veteran champion Niki Lauda, lured out of retirement by McLaren for the 1982 season but so far unable to claim his third drivers' title, was paired with rising French star Alain Prost, chomping at the bit to get his first.

There's an analogy in there somewhere. Although it's four years since McLaren Automotive launched its first car, and the quality, ability and capacity of those cars to thrill has improved with every year, this is still a young company. Like Prost in '84, it's still learning, and it's still looking for its first decisive comparison test victory in this magazine.

Porsche meanwhile, the wise old man of sports cars, has been making 911s for 52 years; Turbos for over 40. Straddling the line between pure sports cars and laid-back GTs, the 911 isn't merely a great backroad scratcher, it's an everyday proposition with space for junk, visibility and reliability. Little wonder it's the default choice, and was always the car in the 570 development team's crosshairs.

Our man Chilton at Estoril, a place rich with racing heritage. Most of his time was spent in the filling station, however

'We had 911s in the studio during the process to make sure our car was at least as good,' McLaren's design chief, Frank Stephenson had told me earlier. 'The idea was to make it do everything the 911 can do but better. It's almost like we started from the inside out. We looked at visibility, comfort, storage capabilities, everything like that had to be the first priority. When you look at the pyramid, the base was usability.'

Over the next couple of days we'll be putting that to the test, piling on motorway miles, slicing through city traffic and carving up some fast open roads up and down the length of Portugal. And since these aren't fair-weather sports cars we'll be taking in all sorts of weather conditions, from torrential rain to even torrentialler rain.

That we'd be bringing a 911 to the Faro launch was a given. But which 911? A Top-Trumps-style investigation reveals the Turbo S to be as bang on the money as it is on the power, which is why James Taylor is joining us in one as we make our way north from Faro in the McLaren. Bringing an extra 29kW to the table for a R451000 premium over its non-S brother, the 911 Turbo S costs from R2.89-million and delivers 412kW. McLaren's 570S makes 419kW and will set you back an estimated R3.25m. Not much in that, you'll agree, and though the Porsche's flat-six gives its four driveshafts a 750Nm Chinese burn, and the McLaren inflicts a comparatively limp-wristed 600Nm attack on its two, the German weighs in at 1680kg, or 250kg more than the Brit.

On-paper figures put the Porsche a tenth ahead to 100kph, at 3.1sec, but its 319kph top speed falls 9kph short. That's close enough to be inconsequential, but my shove-in-the-back-o-meter is telling me that the McLaren is a decisively more savage accelerator. Not quite as savage as the 478kW 650S, but quick enough to press me deep into the bucket seat when the blowers start boosting. It likes to rev too, pulling to 8500rpm, long after the 911 has given up. Later, a more thorough dig through the 570 technical info turns up 0-200kph figures that bear this out. Porsche: 10.3sec, McLaren: 9.5sec. Lamborghini's far more expensive Huracan, by the way, needs 9.9…

The leveller today though is the weather. That and the Porsche's four-wheel-drive system. As we cruise down the sopping wet IC15 heading for Lisbon, Portugal's shabby chic capital, I radio James telling him to pull alongside for a rolling drag race. When the hammers drop, so does the 570S, by a couple of car lengths as the all-wheel-drive Porsche storms ahead leaving the McLaren struggling for purchase on the slimy bitumen.

Four-wheel drive is but one of the ways these cars differ from one another. Under dramatically disparate skins they're every bit as different as they look, a shared 3.8-litre capacity and use of twin turbochargers about the only common connections. A two-plus-two with its engine slung unfashionably far beyond the rear axle, the 911 is constructed around an aluminium-intensive steel structure. A pumped up version of the regular 991, it looks too similar at the front, but the way the rear tyres tuck into those huge arches is exquisite. Swollen? Blistered? Anaphylactic shock, more like.

But even a booty like that isn't enough to garner it much attention as we pick our way through streets that mix tiled facades like a 1970s kitchen, and peeling paint. All eyes are on the McLaren. I doubt most of those eyes know this is the baby McLaren, and many probably don't know what it is at all. They almost certainly won't know that it's built around a carbonfibre chassis tub and flat-plane-crank V8 that can trace its parentage to the mighty P1 hypercar. They might have noticed that the softer rear end styling, with its wraparound superformed aluminium panels and coquettish lamps, seems surprisingly non-threatening – a deliberate attempt to target female customers. But all they really know, or think they do, is that the green car, with its Ferrari-esque styling, its better-than-Ferrari dihedral doors and its growly engine, is both faster and significantly more expensive. Only we know that they cost similar money. Looking like a million dollars when you've spent a third of that has undeniable appeal, but driving cars like the 570 in town has its problems, particularly in a country so deprived of tasty metal as Portugal. Thumbs-ups and camera phones I can live with, but when you've got people banging on the window like you're some kind of scab breaking through a picket line, demanding you blip the throttle in traffic, you start to wonder whether the 911's seat isn't the more appealing.

And that's no reflection on the strides McLaren ▸

Unsurprisingly, 4WD 911 nails traction in the wet, but Macca's RWD has its compensations. The chassis tub's made of carbonfibre too. 570S is 250kg lighter than 911

**'We had 911s in the studio during the process to make sure our car was at least as good'**

Both answer to the name 'wieldy', but both suffer from the turbo lag Ferrari's 488 seems to have dialled out

has made to deliver on its usability promise. The carbon tub's vastly lower sill compared with that in the 650S, together with a more generous door swing means it's far easier to get in and out of than its sibling. Not easy, but easier. The visibility is generous too, both ahead, to the side and through the letterbox rear window, though the front wing peaks aren't as obvious as in its big brother, making it harder to place on the road, whether you're carving through the countryside or dodging Lisbon's ancient trams.

The relationship between seat, wheel and pedals is perfect though, the new digital instrument display clear, and now featuring turn-by-turn navigation instructions to supplement the main map display in the tunnel. The new physical shortcut buttons to functions accessed via that central Iris infotainment screen are welcome, as is the shift in the RND gearchange buttons, which have been moved sufficiently forward in the tunnel that you no longer need to operate them with your elbow. It's tangibly less spacey in here than something like a Ferrari 488, but that also contributes to a wieldy feel when threading through the city. And in relative terms, it's not cramped. In fact, bizarrely, it's bigger than the costlier 650S both inside and out. Headroom is good, and while it doesn't have 911's rear-seat-cum luggage dump, the front boot is large and there's a generous shelf behind the seats for more squashy bags.

Like the Turbo S, the 570 comes only with a seven-speed dual-clutch transmission, which takes some of the sting out Lisbon's stop/start traffic. But the pedal effort required to clamp the McLaren's standard carbon discs sufficiently hard to

## 570S vs 650S What's the difference?

**BODY & AERO**
The 570S ditches the 650's composite body panels for more easily repaired superformed aluminium panels that are heated then blown into a mould. Only the 650S gets active aero in the form of a moveable rear spoiler

**CHASSIS**
Both use a variation of the carbonfibre MonoCell, but the 570S's is modified with a lowered sill for easier access. Maintaining stiffness at the same time meant adding 5kg of strengthening material to junior's tub (still only 80kg)

**ENGINE**
Every McLaren from 570S to P1 employs a version of the original 12C's 3.8-litre twin-turbo V8. The 570S makes 419kW and 600Nm to the 650S's 478kW and 678Nm. Both are rear-drive via a seven-speed twin-clutch 'box

**SUSPENSION**
With its uncanny ability to absorb bumps, hydraulic suspension has always been a key modern McLaren feature. But the 570S uses conventional suspension and anti-roll bars. So no risk of leaks, but more bumps.

**Flick your wrist in either direction and the 570 reminds that it's lighter than any rival**

keep the transmission creep at bay is annoyingly high considering its intended use. Imagine riding a bike with only a right pedal attached to the crank and you've probably got a good approximation of what it'll feel like in Jo'burg traffic.

Other small niggles include noisy windscreen wipers, a whistling from the air-con that sounds like someone tapping out *War and Peace* in morse code, and a badly positioned brake cooling duct that hangs way below the front wishbones where it's just begging to be destroyed by potholes and kerbs. I obliged. In McLaren's defence it claims to be aware of these problems on what was a pre-production car and assures us they'll be fixed before customers take delivery. We'll see.

After a pause for pictures I switch to the 911, and it feels like I've jumped into a Cayenne by mistake. Taller by 94mm, and (subjectively, if not objectively) significantly wider, it's instantly less alien. It's a handsome interior, but the great swathe of buttons below the gear selector is fussy, the column stalks feel as flimsy as they have for decades, and it's surprising to find that there are fewer useful cubbies for phones, wallets and coffees than in the McLaren, or at least located in the centre console where you really want them. And the comforting familiarity of the design and materials is also its downfall. It doesn't feel that much more special to look at and sit in than a Cayman costing a third as much.

Porsche fans have heard it all before. Drivers, they'll counter, are less interested in vanity than profanity – the kind of expletives that might escape your mouth every time you hit a great bit of road, ask the Turbo to dig deep, and are reminded how great this chassis and engine combination really is. So the following morning we're briefly back on the motorway, to find us some of those finding-out roads. Despite James Taylor complaining of a numb rear end on the way down through Spain, the 911 feels comfortable and composed at a cruise, its boxer six humming away unobtrusively in the background, occasionally cutting in and out as it makes use of the coasting function that helps Porsche claim an impressive 9.7ℓ/100km and 227g/km. Despite packing McLaren's first stop/start system, the lighter 570 trails on 11.1ℓ/100km and 258g/km. Refined at 120kph, above 160kph it's noticeably more boomy too, something to bear in mind if you're an autobahn-dwelling McLar-hun.

As grey turns to green, the urban sprawl thinning and eventually giving way to the woody climbs of the Sintra-Cascais National Park, each car grabs the increasingly frequent chances to stretch its legs. I've driven the 911 Turbo S before, but I'm no less shocked by how wieldy it feels. Some of that precision must be down to adaptive engine mounts specific to the S, which also gets half an inch wider centre-lock wheels. But for me the four-wheel-steer system that's common to both Turbos is where this blown 911 stepped up a gear from its predecessors. In town you can see the rear wheel twisting outwards in your side mirror to improve manoeuvrability when parking. Up here in the hills you can feel it pointing the car into each corner, imbuing it with an almost mid-engined zeal for changing direction. Slow in/fast out has always been the 911 mantra, but that goes out the window with torque-vectoring four-wheel-steer agility and four-wheel-drive traction doing their best buddy movie impression. Fast in, faster in the middle and utterly batsh*t on the exit is the new party line.

The standard ceramics give a beautifully firm pedal feel and the PDK 'box's shift mapping is excellent, but it's not all good news. The steering feels disappointingly ill-defined around the straight ahead, the throttle response is utterly soporific unless you've got the Sport button engaged, and even then the flat-six makes you wait before delivering.

The McLaren feels similarly less than immediate when you summon the power, a combination of turbo lag and peak torque not arriving until 5000rpm. The pedal response is actually pretty good, but sometimes that first modest slug of extra power only serves to push the nose wide, because it's not the giant kick of thrust you wanted to help the car move around its centreline. It gives the 570 an occasionally soft, ▸

## You'll be making more allowances for the McLaren. Pure sports cars will always ask that

We know 911 is kind of timeless, and maybe the 570S will date, but right now there's only one event car here

Super-tech cabin not only looks ace but works. 650's flawed tunnel-switch layout greatly improved

imprecise feel until you learn to work with its particular traits, to ensure you're in the right gear and getting on the gas at the right time. For me, Ferrari's 488 GTB and its near zero-lag response has changed the turbocharged game, and both McLaren and Porsche are playing catch up (though I haven't driven the 991.2). But when it comes to steering, it's McLaren that leads the class. The weight of the steering, the outstanding on-centre feel, the perfectly judged ratio, even just the shape of the wheel, all contribute to a car that is a joy to drive at any speed in any situation. Whether you're ambling down a motorway or tearing up B-roads, you never feel less than 100 per cent keyed in, and that's a rare thing these days, even in this class. Flick your wrist in either direction and the 570 reminds that it's lighter than any rival. Reverting to cheaper, lighter, steel springs and anti-roll bars instead of the 650's hydraulics has had a slightly detrimental effect on ride quality that's particularly noticeable on Lisbon's cobbles, but it's still comfortable, and the control remains intact, giving you the confidence to push deeper and deeper. Though dimensionally bigger than a 650S, you'd swear from the way it moves that the 570 takes up less road real estate. As James says, it feels like the kind of car Lotus would love the Evora 400 to be, given the chance.

McLaren's twin toggles, one for handling, one for power, make another appearance at the base of the console giving a choice of Normal, Sport and Track in each case. Track's damping is too tight for these roads, but Sport works perfectly, and following the 675LT's lead, the ESP system is decoupled from those toggles. So if you do want Track mode's body control and throttle response, you can now have it while enjoying the ESP safety net. Not that most drivers will need it. Natural balance and a generous steering lock mean the physical hardware is on your side.

There were no electronic safety nets in Prost and Lauda's car back in '84 of course. No paddleshift transmissions either, although the MP4/2 was one of the first F1 cars to employ carbon ceramic brakes. We swing by Estoril one last time before Porsche and McLaren go their separate ways. It's still tipping it down, but 31 years ago the umbrellas offered shelter from the sun, not the rain. Going in to that final race Prost was second in the driver's championship but knew he would seal the deal if he finished in the top three, as long as table-topper Lauda trailed by several places. Lauda meanwhile could wrap it up if he came first or second. Trouble was, Prost had qualified on the front row, while his teammate lay back in 11th. But this was Niki Lauda we're talking about. A man who, eight years earlier had lost his eyelids, most of his ear and almost his life in a Nordschleife fireball but was back on the starting grid just six weeks later. Lauda battled through the field at Estoril, taking advantage of Nigel Mansell's 51st-lap spin to take second place to Prost's first, and the championship by half a point – half points having been awarded earlier in the season when Monaco was stopped mid-race with Prost in the lead.

The two remained team-mates the following season, one that culminated in the Austrian's retirement from racing, and the first of the Frenchman's three world championships. Porsche continued to supply powertrains to McLaren for three further years but they were no match for the Williams-Hondas and McLaren itself switched to Japanese power for 1988. As for Estoril, it hosted a Portugal Grand Prix until 1996, thereafter being dumped from the calendar. The fabulous Autodromo Algarve circuit at Portimao has long been mooted as the right facility to return a GP to Portugal, but there's one big piece of the puzzle missing: cash. Portugal is still pretty skint.

McLaren Automotive, on the other hand, is in rude health. In profit and in a position to funnel millions of pounds back into research and development for its next generation of cars, McLaren's road-car arm feels like a company that has really found its feet, found its identity, and grown in confidence. The brilliant 675LT is evidence of that. So is the 570S. But is the 570S good enough to make a better buy than a 911? This might be the most usable McLaren yet, but it still can't match the Porsche when it comes to ease of use. The 911 is roomier, easier to see out of and requires less effort to drive and own. When I tot up the Porsche's demerits, the list, as ever, is short.

You'll be making more allowances for the McLaren. Pure sports cars will always ask that of you. But you really could imagine using a 570S every day. While McLaren expects the 570, its de-contented 540 little brother, and the inevitable roofless version that'll follow, to double Woking's output, we're still talking a couple of thousand cars per year to the 911's 30000. That rarity alone ensures the McLaren feels like the more special car. But so does the way it drives, and that must be the deciding character in a test like this. It steers so much better, accelerates that bit harder. It just puts a bigger grin on your face more of the time, and makes the Porsche feel, well, a little bit ordinary. And I don't believe I've ever written that before. TC

**PORSCHE 911 TURBO S**
**Price** R2890000
**Engine** 3800cc 24v flat 6cyl, 412kW @ 6500rpm, 750Nm @ 2200rpm
**Transmission** 7-speed dual-clutch, four-wheel drive
**Performance** 3.1sec 0-100kph, 319kph, 9.7ℓ/100km, 227g/km CO2
**Suspension** McPherson struts front, multi-link rear, adaptive dampers
**Length/width/height** 4506/1978/1296mm
**Weight/made from** 1680kg/steel, aluminium
**Fuel tank** 68 litres

**McLAREN 570S**
**Price** R3250000 (est)
**Engine** 3799cc 32v V8, 419kW @ 7400rpm, 600Nm @ 5000rpm
**Transmission** 7-speed dual-clutch, rear-wheel drive
**Performance**, 3.2sec 0-100kph, 328kph, 11.1ℓ/100km, 258g/km CO2
**Suspension** double wishbones, coil springs, adaptive dampers
**Length/width/height** 4530/2095/1202mm
**Weight/made from** 1430kg/carbonfibre, aluminium
**Fuel tank** 72 litres

Too many buttons, cheap column stalks… Familiarity breeds contempt?

Rear lamps 'coquettish'. Would grace the Tate Modern, and will grace the road

Forgot to bring your iPad? Not a problem – borrow Ron's

# OLD SCHOOL FAB FOUR

**Over the years South Africa has produced some interesting home-brewed sports cars, not all of which hit the headlines. Here we look at three also-rans alongside the most famous of them all – the GSM Dart**

**Words** Mike Monk **Photography** Peet Mocke

Sports car haven: from South Africa, the Dart, Protea and Caracal nose into the Hout Bay sunlight while the Duphet peeps out from behind the tree as a classic British MG A gets fettled in the workshop

**RATHER LIKE DIPPING** your hand into Pandora's Box, every time you delve into South African motoring history, something exciting pops out. A *TopCar* office coffee break discussion about some old, locally-developed sports cars brought about a 'where are they now?' challenge, the result of which led to us bringing together the country's most famous roadster, the GSM Dart, with the similarly-conceived Protea, the ill-starred Caracal and a true rarity, the Duphet.

The Glassport Motor Company's Dart has to be one of the most renowned cars ever produced in this country. GSM was founded by three talented men, Bob van Niekerk – essentially the trio's driving force – Willie Meissner and Verster de Wit. Bob's relationship with legendary tuning whizz Willie began when they were both at Stellenbosch University studying engineering. Verster became involved when he met Willie – and later, Bob – while they were all working in England. Verster's auto design talents were enlisted to answer all three men's desire to build a South African sports car. ▸

The mock-up of the vehicle was made in a garage in London and once the design was finalised, a mould for the glass fibre body was made and shipped to SA in early 1957. Willie was already back home and well advanced with the car's mechanicals. Once body met rolling chassis, the Dart was born and two cars were built, fitted with the Ford 100E side-valve 1172cc four-cylinder motor and three-speed gearbox, and took part in the 1958 False Bay 100 meeting at Gunner's Circle driven by Bob and Willie. They finished 5th and 6th in the scratch race, and 11th and 14th in the 100 competing against some ex-GP single-seaters. The car was introduced to the public the following month, and the legend of the Dart began, which today is kept alive by the enthusiastic and always active GSM Car Club

Driving the car, the reason for the Dart's appeal soon becomes clear. The steering is light and communicative, the ride firm but not harsh, and the handling is superb thanks to a chassis/suspension that is basic in concept but brilliant in execution. The engine is set well back in the frame to optimise overall weight distribution. Performance-wise, 0-96kph took 13.3 seconds and the top speed was 135kph.

While the Dart was being developed, the Witwatersrand was home to a similar project, the Protea, a sports car 'for the enthusiast', coincidentally also the brainchild of three men, Dr Alex Roy, John Myers and Bob Fincher. Roy was mainly responsible for the design of the glass fibre body, the mould of which was made on a framework of timber and chicken wire layered with plaster of Paris. Myers and Fincher developed the ladder-frame chassis and tubular spaceframe. Suspension was independent up front and the rear axle was located by equal-length trailing arms and a Panhard rod. Coil springs and telescopic dampers were fitted all round. The running gear was all Ford 100E, except the worm-and-roller steering box was mounted upside down to quicken the steering ratio.

Protea's interior is basic, symbolised by two-spoke plastic steering wheel

The Protea was also powered by the Ford 100E 1172cc engine and gearbox, in this application positioned 200mm behind the front axle line, but as with the Dart, the ratios were less than ideal because the cars were lighter than an all-metal 100E saloon. Nevertheless, 136kph was achievable and 0-96kph took 14.5 seconds. A Willment overhead inlet/side exhaust valve cylinder

Dart boasts a sporty, spoked aluminium/wood rim steering wheel. Cowled facia features Ford instrumentation

## Highest credentials but destined to be a non-starter

Protea's lines are an amalgam of flowing curves. Exposed door hinges hint at car's 'home built' origins

Overall design stylishly accommodated mid-mounted engine

VW Golf instrumentation and switchgear part of Caracal's professional build quality

head conversion upped power from 27kW to 52kW, and a close-ratio gearbox with the option of a Murray mechanical overdrive operating on all the gears – including reverse – could be fitted, all of which helped propel the Protea to over 150kph.

According to Protea expert Leon Joubert, 14 cars were built with the 100E engine, plus a similar number with other engines and/or bodies lengthened by 180mm for mounting on a VW chassis. On the racing front, Myers and John Mason-Gordon won the 1959 Pietermaritzburg 6-Hour at Roy Hesketh in a Triumph TR2-engined Protea, leading from start to finish.

Step forward 33 years and we have the Caracal, a car created with the highest credentials but destined to be a non-starter. It was conceived in the late-1980s by Intermotormakers, a Cape Town company established in the mid-1970s to assemble Lamborghinis and Lotuses, a scheme cut short when the Government withdrew an exemption clause from the industry's then Local Content Programme. The company then went back to industrial design, and a plan to build a local sports car came to fruition.

Gerrie Steenkamp was the driving force behind the car's design and overall development. Local rally driver Nic de Waal was responsible for most of the engineering work, which utilised a mid-mounted VW Golf Mk.2 GTi 16V powertrain subframe along with other Golf hardware and a number of fabricated suspension components. The glass fibre body was laminated to a subframe that was rubber mounted to the chassis to reduce NVH. The car was named Caracal after a wild cat native to Africa, Central Asia, Southwest Asia and India.

Four cars were built during 1989/90. The first, with a Ford Escort 1.6 motor, is believed to be in PE but in need of repair, the second Mk.1 version was destruction tested by VWSA, the first Mk.2 version was written off in an accident, and the fourth is this example. It is owned by Bernie Koch, who purchased the car in early 2014 from the estate of Billy Young who had purchased the car from Steenkamp. First registered in 1996, it was – and still is – widely used as a show car. Koch has ▸

Dart bodywork features neat detailing. Basic switchgear mounted in mirror-matching panel. Familiar wheel/tyre/hubcap combination fills the wheelarches

**Just an inkling of the enterprise that existed in SA**

refurbished the Caracal but without affecting its originality, especially the distinctive body colour.

The car's looks have not really dated and the build integrity is strong. It would not have taken much to turn Caracal into a pukka production vehicle, but at the time VW was launching the first Golf convertible so its fate was already sealed. A case of what might have been...

Final car of this foursome is the one-off Duphet, an elegant sports car built by DUPie du Plooy and SA racing and rallying legend Jan HETtema. Determined to put an end to Dawie Gouws' domination of the local sports car racing scene in his Porsche Spyder, the ambitious pair decided to design and build their own challenger. The chassis was a simple but strong cross-braced spaceframe with suspension built around Triumph uprights up front and a fabricated steel plate layout at the rear. Rack-and-pinion steering was fitted and the wheels came from a Cooper. An Alfa Romeo 1300cc motor bored out to 1500cc was mounted amidships and mated with a VW gearbox.

The mould for the bodywork was made up from the tried and trusted chicken wire and plaster of Paris method and the end result was an attractive, low-slung outline typical of many such sports racers of the time but the shape was nevertheless distinctive. Its debut entry was the 1965 SA GP race meeting at Kyalami but the Duphet did not start after Hettema crashed at Sunset Bend in practice when the brakes failed. The next

Clockwise from top: Caracal's headlights neatly mounted behind a Perspex cover. Crackling exhaust note from VW Golf GTi 16v motor. Alloy wheels an obvious choice for the time

Clockwise from top: huge air intake dominates Protea's face. Woodgrain dashboard a period 'luxury' item. Ample rubber contributes to excellent ride and handling

outing was the Governor General's Cup meeting at Lourenço Marques in July 1966, where Hettema finished third behind Doug Serrurier's 4.7 Lola T70 and Steve Mellet's 4.2 Mirage.

Following this encouraging result, a Citroen 'box was subsequently fitted to the car but it never raced competitively again and its history from that point is unknown until

Cape Town vintage and classic car enthusiast Dickon Daggitt acquired the car about 10 years ago. The body and chassis had been rescued off the back of a truck en route to a scrapyard and the parts passed through a couple more hands before Dickon gave the Duphet a home. Since then he has found authentic replacements for the missing items, save for the suspension parts, so would make an interesting restoration project for an enthusiast.

These cars represent just an inkling of the enterprise that existed in the automotive field in South Africa in the latter half of the last millennium. Of these four, that only the Dart can be considered a production success is to miss the point: all symbolise a level of engineering expertise that, given the limited resources available to this country at the time, deserve to be looked upon with the utmost admiration. Proudly South African! tc

**The author wishes to thank the Franschhoek Motor Museum Legends Trust and Bernie Koch for providing their cars and Dickon Daggitt for the use of his premises.**

# TECH KNOW.

## The innovations transforming our driving world

# 5 technologies to save the diesel

**Don't let VW's woes fool you into thinking diesel is dead. It's more efficient than petrol, and will get cleaner still**

**SHOULD** the diesel engine be tossed onto the scrapheap? Headline writers shouldn't forget that all combustion engines produce nitrogen oxides. While diesel NOx is higher than petrol (Euro6 NOx limits allow 80mg/ℓ for diesel and 60mg/ℓ for gasoline), the rollout of new NOx after-treatment systems will allow diesel to match gasoline. Chris Brace, automotive propulsion professor at Bath university, believes today's 'after-treatments will fix emissions and air quality issues. When real driving emission tests are enforcing Euro 6.2 in 2017, the air quality issue will be largely beaten. Then it's back to $CO_2$ business as usual.' Of course, that's where denser diesel fuel has the edge, containing about 15% more energy than petrol, plus diesel engines are about 20% more efficient. The downside is that diesel produces 2.65kg of $CO_2$ per kilo burnt, compared to 2.3kg for petrol. However, since diesel consumes 25% less fuel than a gasoline engine, it emits 15% less $CO_2$. And that'll be vital to help car makers avoid a €95 (approx. R1500) fine for every gram emitted over 95g/km – PER car sold – from 2021. Reason enough for the bean-counters to sanction these NOx-beating technologies…

## 1 Exhaust after-treatments

Depending on the engine and vehicle size, different exhaust gas treatment (EGT) systems will be employed. Bosch has developed modular systems that incorporate a NOx Storage Convertor ahead of a double selective catalyst reduction (SCR). The NOx trap appears to be tailor-made for many urban traffic situations due to the lower temperature limit of its operating range. The first SCR, with AdBlue urea injection, combined with a diesel particulate filter (DPF) reduces low temperature urban exhaust emissions; a second, optional, SCR further cleans the high temperature exhaust gases, if necessary.

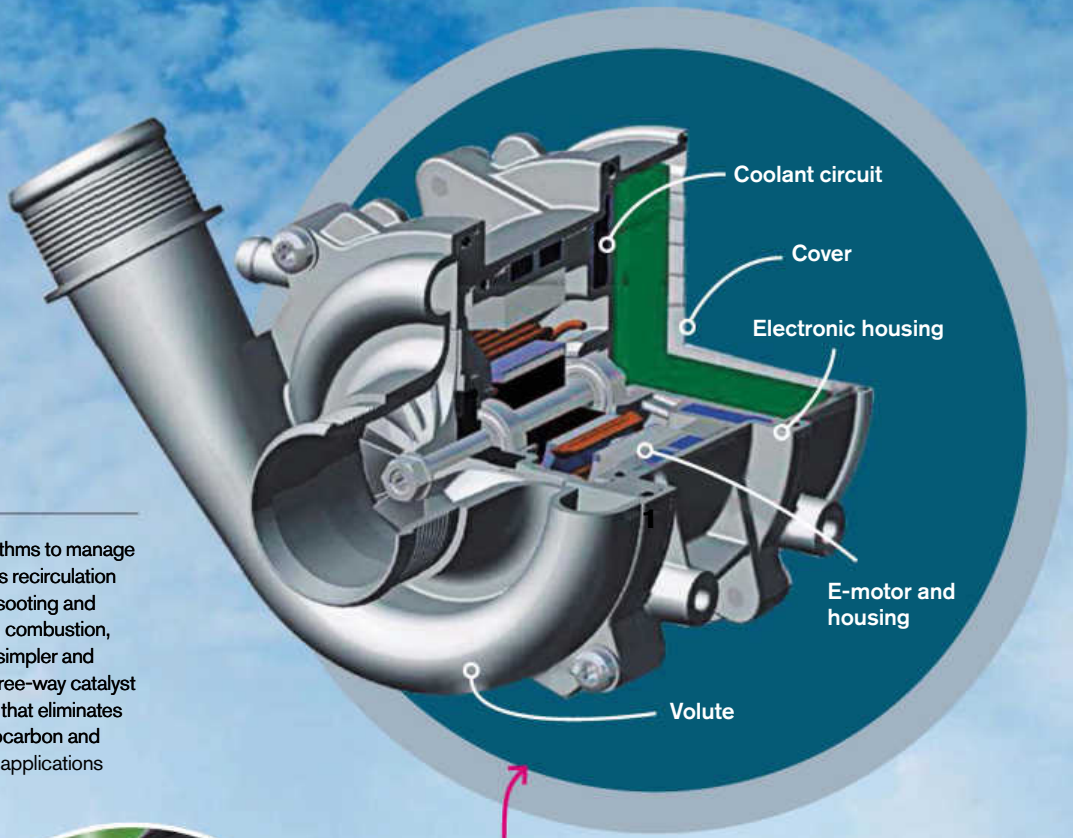
## 2 Variable compression ratio

Because compression ratio (CR) is fixed across all operating boundaries it is a compromise. A high CR is used for cold ambient start and engine warm-up – improving starting, hydrocarbon/carbon monoxide (HC/CO) reduction and increased thermal efficiency. With increased in-cylinder temperature at the start of injection the rate of ignition is improved and stabilised, resulting in more complete combustion and reduced HC/CO emissions. It is also used for part load in warm engine conditions to increase the combustion's thermal efficiency, decrease $CO_2$ emission and fuel consumption. A reduction in CR is needed as the engine load increases to protect components. For higher loads the amount of fuel and cylinder charge is increased along with cylinder peak pressure.

## 3 Cylinder deactivation

Today's Golf already has cylinder deactivation – but on its 1.4 petrol (above). But for diesel? Tula Technology's Dynamic Skip Fire (DSF) uses audio electronics-derived digital signal processing to continuously vary the number of cylinders firing at any one time, controlling diesel exhaust temperature independent of engine load. Diesel after-treatment devices have a relatively narrow window of temperatures in which they are effective. A common problem with NOx traps and SCR catalysts is that, at low loads, the exhaust is actually too cold for the after-treatment devices to work at peak effectiveness. Running DSF allows control of the exhaust temperature so the systems operate more effectively. As a separate but related advantage, with DSF it is easier to achieve the temperatures and equivalence ratios required to regenerate a particulate filter.

Variable CR con rod switches compression ratio from 13:1 to 17:1




## 4 Injection systems

Currently the trend is upping injection pressures, with increased costs for stronger components such as block, head, pistons and bearings. Increased line pressure, more powerful fuel pumps and more sturdy injectors all add cost. Minimising these developments helps contain costs. So, in the longer term, Delphi is working on stoichiometric diesel combustion of 14.4:1 compared to petrol's 14.7:1 (stoichiometric is the ratio of the grams of air required to burn one gram of fuel). To achieve this Delphi uses algorithms to manage exhaust gas recirculation to prevent sooting and incomplete combustion, allowing a simpler and cheaper three-way catalyst to be used that eliminates NOx, hydrocarbon and $CO_2$. First applications by 2020.

## 5 Electric turbochargers

The latest electric AirCharger (eAC) from Pierburg (above) uses 12v or 48v to spin the auxiliary turbo to maximum boost within 220-230 m/secs, bridging the gap normally associated with turbo lag caused by low engine load and speed. This improves engine efficiency at low engine speeds, assisting in bringing the selective catalyst reduction (SCR) to operating temperature quicker, reducing emissions and boosting fuel economy by 3-5%. First application on a small capacity diesel, in 2017-2018.

**VW may have cheated the test, but the diesel technology is sound, and fast improving**

**WORDS** IAN ADCOCK **ILLUSTRATION** AERIFORM

# The next big things by Volvo's e-tech guru

**Dr Thomas Müller**, vice president for electrics, electronics and e-propulsion, Volvo, holder of a PhD in nuclear physics, gazes into his crystal ball

**CONNECTIVITY IS THE** key to autonomous driving. From a Human Machine Interface (HMI) perspective it's clear you need a safe and intuitive method of bringing the driver in and out of the control loop. In the near future we will not see cars without steering wheels, and people gazing out of the window. You will see autonomous driving on some roads, so how do we do the handover? If you're going to allow people to read or browse the internet, maybe it's via a programmable cockpit. So the car is in control and you're checking your emails on the display. Three kilometres ahead of the handover there's a notification. With 30 seconds to go the emails fade out and the driving instruments return.

> **IN THE** future there will be a great need for data exchange between multiple vehicles. You can buy static information from the mapping companies, and the cars will have sensors, but they will also need real-time dynamic data about what is happening on the electronic horizon. They need to be able to predict and to modify their driving ahead of time, as a good driver does. This collaboration between different vehicles won't be easy – we are all competitors. Finding the right model for anonymous data exchange is key.

> **OUR CLOUD** technology will improve the user experience. There's potential for over-the-air active safety. If somewhere there is an emergency-braking situation, or grip is low, why not communicate that to the cloud and on to other cars in the area? Information from the cloud will also pre-condition a plug-in hybrid electric car in the right way to better deploy its available energy, using geo-fencing on zero-emission zones for example, so the car knows to preserve charge and to shut off the combustion engine.

> **HMI TOOK** a big step when Apple introduced the iPhone. iDrive was the automotive equivalent of computers' mouse and menu system. It worked because people understood the logic from their computers. Now consumers have learned touchscreen interaction from their smartphone. A touchscreen gives you two dimensions for control and more flexibility. The menu structure is much flatter too, more intuitive. The next stage is proximity sensing. In navigation the screen would show only the map, bringing in the menu and making the relevant part of it bigger as you reach for it, improving accuracy.

> **PEOPLE TALK** about a future battery electric car [Volvo will launch a mid-size BEV with a 520km range by 2019] and everybody talks about inductive [wireless] charging. The vision for this technology is very desirable, certainly in the premium segment. You arrive at your garage and step out, the car positions itself perfectly over the charging coil and that's it, you're charging, maybe while also downloading a software update. It's possible but there are cost and safety issues. What if the car is charging and your cat walks between the car and the charger? It's a very unfortunate situation!

INTERVIEW BY **BEN MILLER**

## FRESH THINKING: Toyota's in-car robot

Meet Kirobo. He lives in your cupholder

**What's the big idea?** Kirobo is an experiment in human/robot interaction, featuring voice and facial recognition software developed by Toyota. He actually started life as a robot astronaut, and was sent to the international space station to cheer up Japanese station commander Koichi Wakata. Now he's planning to try to cheer you up too, while you're stuck in traffic.

**Why does Toyota think we need cheering up?** You're driving a Toyota, for a start. More crucially, studies have shown that drivers in a bad mood drive too fast, too close to the car in front and have more accidents.

**How does Kirobo plan to overcome that?** He has a facial recognition camera just above one of his eyes, and can identify expressions, so if you're frowning he'll try to engage you in a bit of helium-voiced chat. He can understand speech (as long as you're Japanese) and has a database of phrases.

**So, will Kirobo be standard on the next Auris?** Sadly not, but he's part of a serious experiment to test how your car could interact with you. He may be able to interact with your sat-nav and music too. If you haven't already hurled him out of the window, that is.

Kirobo started life in space. It may not be the last flight he takes

# Does it work?

## The ghost in the shell

**by Calvin Fisher**

Toyota's autonomous technology will haunt me forever

**THE IRONY IS** simply too rich to ignore. Toyota won't let us hapless South African journos loose on the streets of Tokyo in its cars, and I can almost empathise. This frenzied metropolis can be a daunting driving venue for the uninitiated, which is why all the mileage we did in the new Toyota Prius and Mirai on page 28 was conducted in safe isolation on the handling circuit of Fuji Speedway in Oyama. Yet here we were circumnavigating Tokyo along the C1 highway in a modified Lexus GS which has been allowed to drive itself. At the national speed limit of 110kph. Artificial Intelligence 1. South African Intelligence 0.

### SOUNDS OF SILENCE

Not the engine of course, that's a 3.5 litre V6. I mean the silence from the driver. And again, here I don't refer to Uesugi Satoshi, the man behind the clearly-alive steering wheel. I refer to the Lexus GS that has shot up an onramp onto the circular highway, successfully merged itself with the moving traffic, and is now cruising comfortably in the left lane circa 90kph. A gap opens in the lane to my right, the fast lane or overtaking lane – whatever you choose to call it, the GS 'felt' it was worth pursuing so without any provocation from us lowly humans proceeded to indicate, then glide right on into it. The GS then swelled with acceleration until it was confidently straddling the 110kph speed limit, and remained there. I was a mixed bag, a cornucopia of emotions. I'm a sci-fi nerd, I want a robotised version of everything I own, and this was a display so fascinating that even Doc Brown would appreciate it. Yet I'll be honest and admit that the question ringing in my mind at this moment was 'Is this thing not freaking out?' Anxiety. We never wonder what the artificial equivalent of it is, but I know that the act of checking for a safe gap can be stressful and yet this unfeeling slice of near-sentience was able to perform the task without any sort of hesitation. As if to show off, a moment later, while sandwiched between a truck and another blind on-ramp a small utility truck ham-fistedly entered the motorway causing our GS to brake to a safe speed, manoeuvre into the clear lane to the right and effortlessly overtake the offending driver before merging back into the left lane. If the GS had a robotic hand I think we all knew which digit it would extend at this moment.

### HOW DOES IT WORK?

Take one look at the self-driving Lexus GS and it's pretty clear that it is not a standard car. Instead it has been heavily augmented with bulky sensors. Also, this is a pre-programmed route, using extensive GPS knowledge although the fundamentals are in place for it to function as simply as your navigation system. Insert destination here. Naturally, it uses the wealth of Toyota's existing on-board technology, the advanced recognition and predictive decision-making functions such as lane control, emergency braking and wraps it all up into its Connected Intelligence system, that's vehicle-to-vehicle communication, now recently bolstered by vehicle-to-infrastructure communication. The latter is part of an initiative called ITS Connect, essentially sensors and cameras mounted to traffic intersections able to check blindspots on your behalf, and equipped to communicate with your car so as to alert you if you're about to plough into previously undetectable oncoming traffic. Sound good? It's already been on the market in Japan for months… As for the autonomous bit, Toyota says 2020 is wholly feasible. Hey, don't stress. I'm a petrolhead too. So I don't want us to lose the joy of motoring either. But I too can see a future where the mind-numbing tasks of peak hour traffic and long distance highway cruising can be left to The Computer. Just make sure to reactivate me when we get to the mountain pass, thanks.

# DRIVING GADGETS.

## For the discerning petrolhead

Gadgets, gizmos, apps and more.
By **Chris Wall**

### DIY HYPERCAR

### LEGO LAFERRARI

Sure you can buy a real LaFerrari if you win the lotto... three times. Or you could acknowledge your inner child and get a detailed Lego version. It has removable wheels, a minifigure driver with helmet and wrench, and authentic Ferrari details.
**$15 (+/-R210)**
**www.shop.lego.com**

### FOR WHEN YOU DON'T TRUST THE MANUFACTURER'S CLAIMS

### RACELOGIC V-BOX PERFORMANCE BOX 1

A.k.a. the V-Box Mini, Performance Box 1 uses GPS satellites to accurately record max. speed, average speed, real-time speed, in-car timing with splits, 0-100kph measurements, quarter-mile timing and data logging. Trusted worldwide for accurate timing data.
**R7 850**
**www.vagcafe.com**

## FULL CONDIMENT WARNING KIT

### SALT & PEPPER TRAFFIC CONES

The next time you visit your friends, check out their cutesy salt & pepper pots; 99.9 per cent of the time they'll be cats or fairies. Take control of your seasoning with a set of traffic cones and turn your dinner table into a gymkhana course.
**R145.00**
**www.yuppiegadgets.com**

## STEP UP YOUR CAR'S CABIN VOLTAGE OUTPUT

### CAR INVERTER

Sometimes a normal USB charger isn't enough for your travel charging needs – enter the 1200w power inverter to step up from 12V DC to 220V AC. Laptops, cameras and other electronic devices are easily charged on the go. It features over-temperature protection, overload protection, over-voltage protection, a low battery audio alarm and a built-in cooling fan. Clamps directly to the car battery too.
**R899**
**www.electromannsa.co.za**

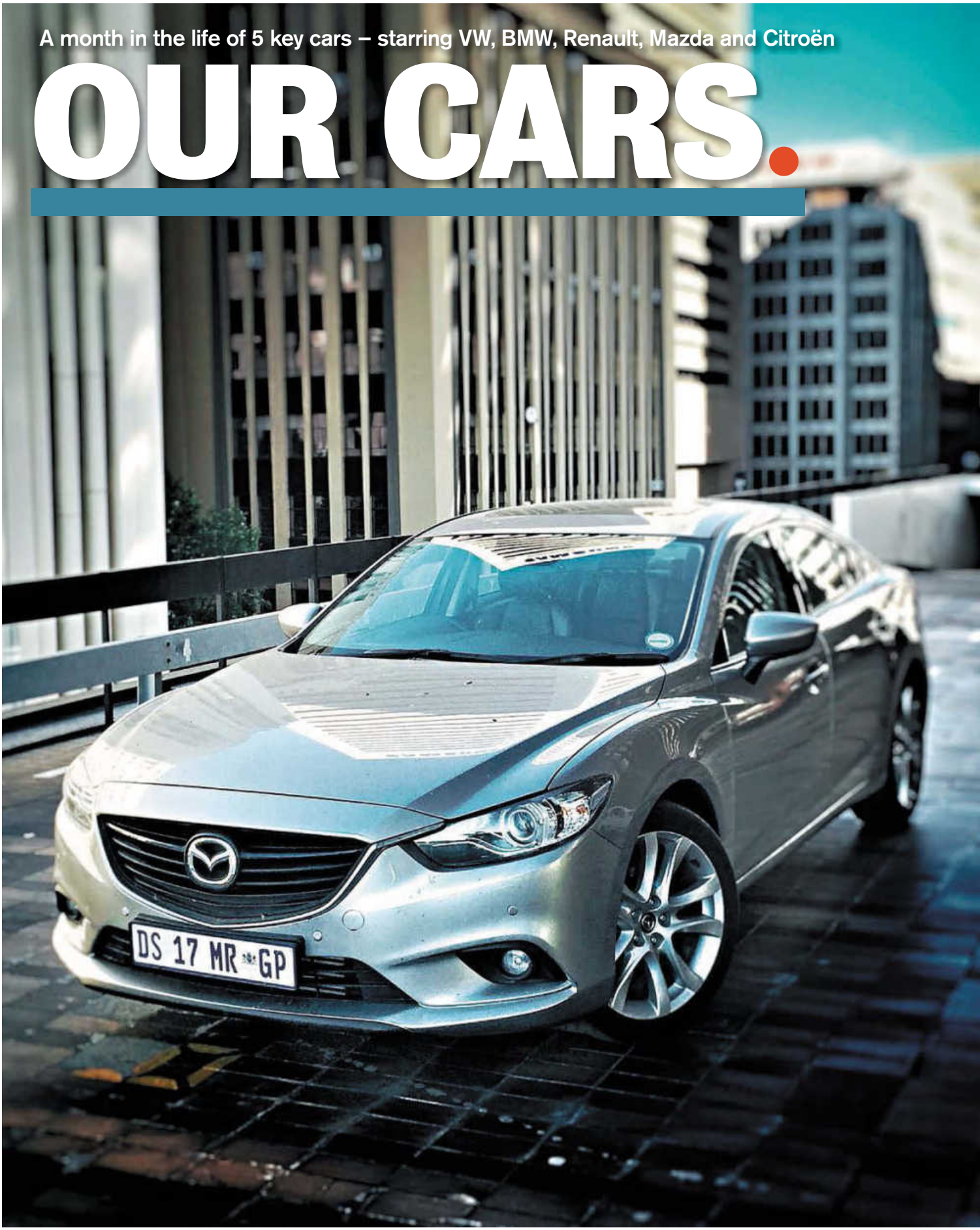
## JUMPSTART WITHOUT GETTING OUT OF THE CAR

### EASY QUICK JUMPER

Apparently 'you can jumpstart your car in 5–10 minutes without opening the hood.' We reckon this sounds a little too optimistic. I mean jumpstarting a car through a cigarette lighter port? Really... If you buy one and it works, let us know. If it doesn't, it's not our fault.
**$28 (+/-R390)**
**www.vat19.com**

A month in the life of 5 key cars – starring VW, BMW, Renault, Mazda and Citroën

# OUR CARS.



# Distant relations

**MONTH 5 MAZDA6**

The *mooi* Maz continues to charm, chase and cosset, but economy is starting to be an issue. Blame the driver. By **Peter Frost**

**Ups/downs**

- ⊕ Speed demon
- ⊖ Not pigeon proof

**RIGHT OFF THE** bat it's absolutely not the Mazda's fault. Living in a smallish town some distance outside the city, the car gets ample opportunity to stretch its legs and play economical continental cruiser. This is a role it loves, eating distances for breakfast, or more often than not, lunch and dinner too. The only problem is that said town lies at the end of a simple one-lane-each-way road, once empty but, in the way of our country, now clogged with trucks doing what the railroads are supposed to do. This means that any trip down the road – it is in the process of being upgraded thankfully – is a game of gauge and go, making constant decisions about power, distance, overtaking hazards and yes, courage. Simply put, there's a lot of barrelling past 22-wheelers. This the Mazda also loves, possibly even more than the long distance cruising. The 420Nm of torque means the cracking 2.2-litre diesel is never anything but up for the challenge. And of course that lower back shove is an eensie bit addictive, truth be told.

There's a price to pay for this Charge of the Light Brigade stuff. When the 6 arrived back in the day it needed to be run in and that meant 1000km at half throttle and no Trevor Howard storm trooping. The result was a very exciting 6.3ℓ/100km, a figure that put me in mind of 1000km tank range and birthdays before refilling. The reality, as with life, has been a little different, with figures averaging between 7 and 9ℓ/100km. I've now come to terms with that; there's got to be a balance between economy and enjoyment. While others on the team literally spend every driving kilometre eeking out the best mileage, I like to think my purpose on Earth is to slay the Dieselgate dragon and deliver up entirely real world figures, ones that include moments of glee, the odd Light Brigade charge and a good dose of fun. After all, that is what the delightful 6 seems to be all about.

In other news, frustratingly from a writing point of view, nothing has gone wrong. At all. A tiresome squeak from the dashboard obviously heard the moaning from the cockpit and fixed itself. Tyres appear to be made of something other than rubber because, despite the 22-wheeler antics, there is no discernible tread reduction. The only thing it seems not to be any good at is washing itself, which, given a particularly gluttonous pigeon that nests above its home, is unfortunate. I have taken tips from Borrill (Our Cars Dec 2015) but get less enjoyment from it than perhaps I did when I was 18. This too is unfortunate, and I wish the good folk at Mazda HQ could hurry up and perfect a self-cleaning exterior paint (there is one in the labs apparently). Now there's an innovation worth shouting about. Onward.

**LOGBOOK** MAZDA6 2.2DE DYNAMIC

- **Odo reading start/now:** 60km/6650km
- **Distance covered:** 6590km
- **Fuel consumed:** 559ℓ
- **Average fuel consumption:** 8.5ℓ/100km
- **Service interval:** 15000km
- **Service cost:** Covered by 3-year/unlimited km service plan
- **Total Fuel cost:** R5899.51
- **Running cost:** 89c/km

# No fair-weather companion

Simple, to-the-point, yet brilliantly specced and unimpeachably reliable: the C4 Cactus continues to impress

Only the 'cheekens' have adapted to life in Cactus's rear quarters. Harsh gearshift continues to grate

**MONTH 6**
**CITROËN C4 CACTUS**

**HALFWAY THROUGH MY** long-term test and the C4 Cactus still has me spellbound. In fact the only person happier than me is the Honda Jazz owner who parks alongside. He has an engraved invitation to gleefully smack his driver's door into the Cactus every time he climbs out. All I can say is thank you airbumps. Perhaps more importantly at this juncture, nothing has broken or failed. This statement is a massive tempt of fate I know, and quite deliberate because perhaps it'll throw up a nice tasty drama for us to resolve in month seven. I doubt it though. Not only has the Cactus been as dependable and hardy as the real thing, and kept me enthralled with its peachy three-pot engine, commendable fuel economy, agile handling and comfy cabin, but thumbing through the GBU section in the back of our magazine, it's clear our Shine model represents good value too. For R289 900 I'm hard-pressed to find anything of comparable size with LED DRLs, satellite navigation, cruise control, hard-drive storage for music, Bluetooth, reverse camera, park sensors and two of my absolute favourite convenience features: automatic wipers and headlights. For similar sub-R300k money it's all Golf Trendlines, Corolla Exclusives and similar – great straight-shooters but each either found wanting in the specification battle or, crucially, minus the fun factor of the Cactus. You see, you can't put a price on character; this is what the Frenchie with its teal paintwork continues to teach me month after month.

Each morning I climb aboard, recline into the soft wingback-like chair, lean on the armrest and breathe easy. If Citroën sent me a customer satisfaction survey to fill in it would score brilliantly, no question. This despite its more obvious shortcomings; yes, my rose-tinted spectacles do have some perspective. The omission of one-touch electric windows isn't as inconvenient as I thought it was going to be but it's still strange considering how much tech is on board. Life for rear passengers is a taxing affair. The privacy glass keeps it very dark back there, the pop-out rear windows provide no air and neither does the air-conditioning because there are no air vents. That's to be expected I suppose as there's even a shortage of vents upfront: only one on the driver's side, one out the transmission tunnel for your foot and one beneath the touchscreen. Speaking of touchscreens, I've had to adapt to the Citroën system's particular quirks. As with many similar systems it's a slow starter in the mornings. It also falters if you aren't deliberate enough with your finger-pad input. Worse than that I went five months thinking there was no other way to select media than by scrolling between unrecognised album covers. Thankfully I've discovered the List button on the steering wheel that lists the songs in the album on the central screen – all is forgiven.

But not before I touch on the weakest link in the Cactus chain – the manual gearbox. With long throws and a high-taking clutch I can see why some might emerge from a Cactus after a short test drive feeling less than besotted. It is most tiresome in stop/start traffic. However, PSA Peugeot Citroën has just introduced a six-speed automatic with its 1.2 Turbo in the 208 hatchback – if the same two-pedal tranny finds its way into the Cactus then there really will be no reason not to fall under the spell of this loveable vehicle. Sadly, according to Citroën, the Cactus auto is unlikely to happen before 2017.

Ray@TopCar

## Ups/downs

+ That feeling you're seeing the world through rose-tinted spectacles
− If I must; there are one or two

**LOGBOOK** CITROËN C4 CACTUS 1.2 E-THP SHINE

> **Odo reading start/now** | 2105/8520km
> **Distance covered** | 6415km
> **Fuel consumed** | 364.94ℓ
> **Average fuel consumption** | 5.7ℓ /100km
> **Service interval** |1-year/15 000km
> **Service cost** | C-overed by 5-year/100 000km service plan > **Total fuel cost** | R4 407.67
**Running cost** | 72c/km

# Matters of size

When less-than-a-litre is more than six point two. By **Wayne Batty**

**Ups/downs**

+ Less thirsty than a V8
− Not as frugal as claimed

MONTH 4
**RENAULT CLIO GT-LINE**

**WHILE SWEATING AT** the lights on the way to the airport – the Clio's stop/start system cuts both the engine and the air-con – the other day, two old sayings came to mind: size matters, and, there ain't no replacement for displacement. The internal combustion engine beneath my bonnet has a swept volume of 898cc while the one in the three-year-old C63 AMG in the lane alongside measures 6208cc. Not a fair fight I know, and yet, we're both obligated to cruise along the highway at no more than 120kph with his fuel pump squirting almost atomised unleaded into eight cylinders (or should that be buckets?) and mine into just three (thimbles?). How quickly he got to 120kph and how much faster he could still go are completely irrelevant here on this speed-regulated public road. All that really matters is how much fuel we use and how many grammes of carbon dioxide we spew. Not a fair fight, I know. So size doesn't matter and I win.

There's a new C63 on sale now, with a radically downsized turbocharged engine measuring 3982cc and it, much like the downsized turbo in my Clio, exists only because of European Union regulations aimed at reducing harmful levels of $CO_2$ in the atmosphere. These new-fangled turbocharged motors perform particularly well in the official New European Driving Cycle fuel consumption tests – a monstrously unrealistic set of short, slow urban and extra-urban driving simulations.

Our Clio recorded an official NEDC figure of just 4.5ℓ/100km. Now properly run-in, I tried this month to see just how close I could get by driving as if Earth itself was on the line. With mind- and throttle response-numbing Eco mode engaged I managed 637km on 42.27 litres equating to 6.64ℓ/100km. Pretty good considering that involved a properly real-world mix of stop-start suburb, city driving and heavily trafficked freeway commuting split over eight days. V8 wanted, but not required.

**LOGBOOK** RENAULT CLIO GT-LINE
- **Odo reading start/now** 6155/11226km
- **Distance covered** 5071km
- **Fuel consumed** 354.54ℓ
- **Average fuel consumption** 6.99ℓ/100km
- **Service interval** 1-year/15000km
- **Service cost** Covered by 3-year/45000km service plan
- **Total fuel cost** R4421.51
- **Running cost** 87c/km

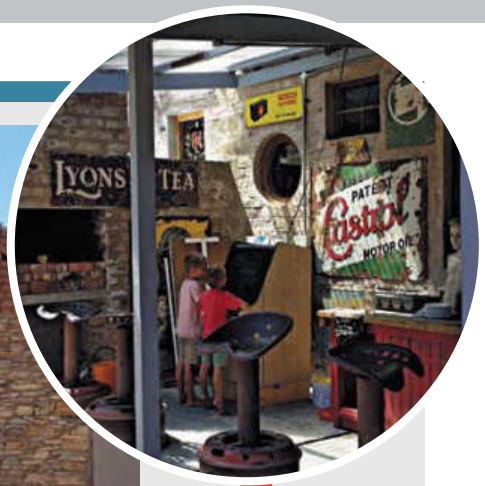
PHOTOGRAPHY: PEET MOCKE

# What it's meant for

Milkshake runs some 450km long.
By **Calvin Fisher**

**AH, YES THE** turbodiesel powertrain. Before T, D and I became scarlet letters, the initialism, especially when paired with a Euro marque was indeed a moniker for creamy, smooth performance. The pseudo-clean eco credentials were merely a by-product of what was believed a super-efficient mill for getting on with your daily drive in super-economical fashion. Mine then is the V6 one, not the inline-four cylinder currently under the spotlight for defrauding the emissions watchdogs of the world, although a recent accusation has now been levelled at this engine too. But buttery performance to complement its business suit aesthetic is perfectly unaffected, especially with the eight-speed Tiptronic auto that Volkswagen has enlisted for it. So it dawned on me that the perfect tribute drive existed, to Barrydale, a picturesque village on the R62. Specifically, I took the 420km roundtrip to a restaurant I spotted there on a recent visit, aptly named Diesel and Crème, itself a love letter to motorcars of all description. Go there for the fatigued enamel signage and the decadent double-thick milkshakes. Stay there for the burgers. And the chips. And the onion rings.

There are many ways to Barrydale from Cape Town, but I will only entertain two. The first route (the 'to' bit) involves a mindless trundle along the N1 until you get to the Huguenot Tunnel. Here you have two more options: take the tunnel and unless you have something with a screaming V10 or 12 let the mind-numbing continue, or, if you enjoy twisted tarmac, take the Du Toitskloof Pass, where your V10 or 12 won't be wasted either. The Touareg is a keen handler despite its enormousness so I opted for the latter, before seeking out the fun-as-hell R60, then R62 which would take me to Barrydale. You've already heard about the milkshakes so I'll dive straight into the return drive – essentially route two. It involves returning along the R62 for a couple of hundred metres before veering leftwards along the R324, better known as the Tradouw Pass. This is polished asphalt; wide and winding, cambered and flowing with turns that open and close on you while it climbs the topography before dropping dramatically into the valley that carries it onto the N2 for the return amble homeward. Breath-taking, and an excellent showcase of not just that creamy diesel V6, but also the shrinks-around-you monocoque chassis. Sorry, but I'm about to say 'car-like'. It is though, handling like a (really, *really*) pumped-up Golf, with increased levels of premium feel as well. This is a cleverly engineered car with off-road ability in spades should you require it. I haven't yet, but as soon as they make an excellent enough milkshake in a gravel hut somewhere in the Overberg we will be there.




## Ups/downs

➕ Consummate cruiser ➕ Comfortable anywhere ➖ The fuel consumption isn't coming down quick enough ➖ More 'defeat device' allegations? Watch this space

MONTH 3
**VW TOUAREG LUXURY 3.0 V6 TDI 4MOTION R-LINE**

**LOGBOOK** VW TOUAREG LUXURY 3.0 V6 TDI
> **Odo reading at start/now** 1204/3637km > **Distance covered** 2433km
> **Fuel consumed** 219.32ℓ > **Average fuel consumption** 11.1ℓ/100km
> **Service interval** 15000km > **Service cost** Covered by 5-year/100000km service plan
> **Total fuel cost** R2539.98 > **Running cost** 1.04c/km

# On the (long) road again

All it took was the right piece of road (and a cycling weekend away) to re-ignite **Aaron Borrill's** passion for pistons

**Ups/downs**

+ A comfortable space for stressful commutes

− Traffic, poorly timed lights, jay-walkers

MONTH 7
**BMW 335i GT**

**IT'S BECOME A** tradition of sorts for my wife and I to travel to Langebaan once a year. You see there's a cycling festival that takes place within the Langebaan nature reserve every November catering for both road racers and mountain bike enthusiasts. What makes the event all the more special is that the road network within the reserve is closed to traffic providing a relatively safe cycling environment. I say 'relative' because there's still the odd chance of a tortoise or stray ostrich colliding with you…

This year, the West Coast sojourn also gave me the chance to spend some lengthy time behind the wheel of Hunchy. For the past month or so we've been at odds wrestling with the ridiculous amount of traffic that punctuates my route to and from work every day. Where all the extra traffic is coming from, I don't know but it's helluva annoying.

Anyway, these weekend getaways always make me appreciate what an awesome car the 335i really is – it's so stable on the long road and effortless to drive, all the while returning a substantial amount of feedback from the helm and chassis. It's in these open expanses where the 335i shines. Although it's got the 8-speed ZF auto – a boon in traffic situations – the GT was designed to be enjoyed as a fast cruiser where car and driver combine as one entity.

An area that impressed most over the 250km return trip was that of the ride quality. Even in the sportiest settings Hunchy managed to stay composed, dispatching the somewhat bumpy stretches of the R27 with consummate ease. At the same time wind and road noise is kept to minimum, a result no doubt owing to the vehicle's aerodynamics and insulation proficiency.

It's the GT's adaptable approach to motoring that has me lauding it to anyone who asks for my honest opinion. Yes it has questionable styling (you either love it or hate it) but that's a subjective idiosyncrasy that is soon forgotten the moment you direct it through the first corner at speed. It's got all the qualities that define a driver's car: telepathic steering, a communicative chassis, tunable suspension and a well-built interior bristling with intuitive switchgear and on-board processes. What's not to love?

@AaronBorrill

**LOGBOOK BMW 335i GRAN TURISMO**

- **Odo reading start/now** 55/ 14 596km
- **Distance covered** 14 541km
- **Fuel consumed** 1537.93ℓ
- **Average fuel consumption** 10.6ℓ/100km
- **Service interval** 20 000km
- **Service cost** Covered by 5-yr/100 000km maintenance plan
- **Total fuel cost** R19 366.11
- **Running cost** R1.33/km

# CAR SALES.

# Heads down

## Exports dip, but not for long…

**KEY INDICATORS – OCTOBER 2015** (% change vs Oct 2014)
**INDUSTRY TOTAL 54244 (-8.6) | PASSENGER CARS 36175 (-10.9) | LCV 15171 (-4.1) | EXPORTS 27732 (-13.9) YEAR-TO-DATE 517322 (-4.5)**

**SEPTEMBER'S NAAMSA NEW** car sales figures showed shrinking domestic demand and record exports; October's data shows exports down a marked 13.9% in addition to an aggregate 8.6% year-on-year slide in local uptake. But, as ever, it's the story behind the figure that makes for a more accurate picture: this time the changeover to the new Ranger at Ford's Silverton assembly plant accounting for the sudden export shortfall after months of busy boat-loading. The year's export total is still expected to be a record 335000 units (roughly 58000 units up on 2014). The third quarter export report shows strong growth in most regions especially Europe (up 82.3% from 70839 to 129166 units). African markets lost 23.4% (10784 units), which Naamsa attributes to, among other factors, duty increases in Nigeria and Zimbabwe, new regulations in Algeria and broad economic weakening as oil and other commodity prices fell.

The domestic picture is a tad bleak: the October passenger car market lost 10.9% (4433 units) year-on-year, light commercials are almost on par, losing 4.1% (646 units), medium commercials are up 11.2% (1064 units), while heavies slid 6.1% (119 units). The third quarter results echo this, with the passenger aggregate down 15000 units (also 10.9%) and light commercials down 3.5%. Naamsa points to a 'slow but steady decline' in the passenger sector, and 'resilience' in the commercial sector, but notes that 'the outlook for business and consumer spending has deteriorated in recent months' and predicts an 8.5% y/y decline in the 2015 domestic sales total.

On a more prosaic level, the decline can in part be linked to lower stock levels as certain models get deeper into their run-out phase. Likewise, the marginal importers will prefer to sell existing stock before plundering their coffers on new and unpredictable movers when the rand is trading at vulnerable lows. That said, a busy few months lie in wait as new and revised models keep coming at alarming pace. The 2016 bakkie market too, is exploding, with new Hilux, Navara and Triton likely to precede a refreshed Isuzu KB. There will be no shortage of choices out there. Meanwhile, consumers remain heavily indebted, and cautious as the rand's value continues to fall, at the threat of interest rate hikes, at the high price of fuel, and the looming drought-driven impact on food prices. We won't even get to the high unemployment, the lack of consequence planning by government departments, and the mess in education – no cash for the nation's building blocks but R4bn for the president's personal jet.

It is clearly not a time for large-scale capital purchases. Wesbank's motor division CEO Simphiwe Nghona puts it succinctly: 'With the prevailing low confidence levels, corporates are not spending money acquiring new or replacement assets, choosing instead to hold onto their capital.' The October channel sales back this up, with the y/y rental market figure down 23.8% and the government channel down 25.7%. The consumer demand picture is different. The dealer channel was only down 2%, and within this channel LCV sales were up 1.5%, but applications for finance through Wesbank were up 7.5%. According to Nghona, this points to 'deteriorating credit profiles…with high levels of household debt and new lending rules that are more stringent'.

It's never all bad. Local vehicle assembly has been given a sensible boost following revisions to the industry's Automotive Production Development Programme (ADPD). The volume ceiling to qualify for individual subsidies has been lowered from 50000 units a year to 10000 units, with the subsidy now on a sliding scale from 10% to 18%. There is more support to underwrite tooling costs and local component sourcing, all likely to benefit new small business planning, yet not jeopardise the substantial investments of existing assemblers. tc

### TEN BIG WINNERS

| | Sep | Oct | Units ⬆ | % ⬆ |
|---|---|---|---|---|
| BMW X1 | 12 | 91 | 79 | 658% |
| Audi Q7 | 29 | 127 | 98 | 338% |
| Fiat 500X | 16 | 70 | 54 | 338% |
| Jaguar XF | 11 | 40 | 29 | 264% |
| VW Up | 164 | 329 | 165 | 101% |
| Renault Sandero | 649 | 920 | 271 | 42% |
| Toyota Fortuner | 570 | 746 | 176 | 31% |
| Ford Figo | 646 | 835 | 189 | 29% |
| Toyota Avanza | 380 | 489 | 109 | 29% |
| Toyota RAV4 | 413 | 506 | 93 | 23% |

**Irresistible deals on run-out X1, Figo and RAV4? Stellar first month for Q7. Fiat's 500X got your vote while others chose better value XF over cheaper, newer XE. VW doubled Up. Nearly 1000 Sanderos found homes. Doc says Avanza facelift a success**

### FIVE ON THE SLIDE

| | Sep | Oct | Units ⬇ | % ⬇ |
|---|---|---|---|---|
| Fiat 500L | 41 | 2 | -39 | -95% |
| Chevrolet Spark | 692 | 239 | -453 | -66% |
| Nissan X-Trail | 231 | 134 | -97 | -42% |
| BMW 3 Series | 807 | 509 | -298 | -37% |
| VW Tiguan | 221 | 140 | -81 | -37% |

**October saw 329 of you join the Up club. How many more if VW offered it with five doors, a turbo and proper Bluetooth?**

## PASSENGER CARS – OCT 2015

| | | |
|---|---|---|
| 01 | VW Polo Vivo/Vivo Sedan | 3170 |
| 02 | Toyota Corolla/AurisQuest | 2769 |
| 03 | VW Polo/Polo Sedan | 2320 |
| 04 | Toyota Etios | 1478 |
| 05 | Ford Fiesta | 1005 |
| 06 | Ford EcoSport | 968 |
| 07 | Renault Sandero II | 920 |
| 08 | Ford Figo | 835 |
| 09 | Toyota Fortuner | 746 |
| 10 | Renault Clio IV | 575 |
| 11 | VW Golf 7 | 535 |
| 12 | BMW 3 Series | 509 |
| 13 | Toyota RAV | 506 |
| 14 | Toyota Avanza | 489 |
| 15 | Audi A3/Sportback/Cabrio | 431 |
| 16 | Datsun Go | 418 |
| 17 | Chev Aveo | 415 |
| 18 | Ford Focus | 374 |
| 19 | Renault Captur | 357 |
| 20 | Ford Kuga | 355 |
| 21 | VW Up | 329 |
| 22 | Audi A4/Allroad | 295 |
| 23 | BMW 1 Series | 270 |
| 24 | Mazda3 | 269 |
| 25 | Mazda2 | 247 |
| 26 | Chevrolet Spark | 239 |
| 27 | Mazda CX-5 | 217 |
| 28 | Nissan Qashqai | 214 |
| 29 | Suzuki Swift | 212 |
| 30 | Chevrolet Cruze | 210 |
| 31 | Jeep Grand Cherokee | 210 |
| 32 | VW Jetta 6 | 191 |
| 33 | Opel Corsa | 190 |
| 34 | Toyota Yaris | 183 |
| 35 | Land Rover Discovery Sport | 177 |
| 36 | Audi A1 | 169 |
| 37 | Renault Duster | 168 |
| 38 | Honda Jazz | 158 |
| 39 | Ford Everest | 154 |
| 40 | Honda Ballade | 146 |
| 41 | VW Tiguan | 140 |
| 42 | Honda HR-V | 139 |
| 43 | BMW 2 Series | 137 |
| 44 | Toyota Prado | 136 |
| 45 | L-R Discovery 4 | 136 |
| 46 | Nissan X-Trail | 134 |
| 47 | Opel Mokka | 130 |
| 48 | Dodge Journey | 130 |
| 49 | BMW X5 | 128 |
| 50 | Honda Brio | 127 |
| 51 | Audi Q7 | 127 |
| 52 | Mini Hatch 5-dr & 3-dr | 116 |
| 53 | BMW 4 Series | 115 |
| 54 | Chevrolet Captiva | 110 |
| 55 | Toyota Aygo | 110 |
| 56 | Mitsubishi ASX | 106 |
| 57 | BMW X3 | 103 |
| 58 | Honda Mobilio | 91 |
| 59 | BMW X1 | 91 |
| 60 | Opel Adam | 88 |
| 61 | Audi Q5 | 80 |
| 62 | Jeep Wrangler | 79 |
| 63 | Mahindra XUV | 79 |
| 64 | Audi A5 | 78 |
| 65 | L-R Range Rover Sport | 78 |
| 66 | Fiat 500 | 78 |
| 67 | Audi Q3 | 76 |
| 68 | VW T6 Kombi | 74 |
| 69 | Jeep Cherokee | 70 |
| 70 | Suzuki Celerio | 70 |
| 71 | Jeep Compass | 70 |
| 72 | Fiat 500X | 70 |
| 73 | Volvo V40 | 69 |
| 74 | Nissan Juke | 66 |
| 75 | Nissan Micra | 66 |
| 76 | Honda CR-V | 63 |
| 77 | Jeep Renegade | 63 |
| 78 | BMW X4 | 63 |
| 79 | Nissan Almera | 62 |
| 80 | Peugeot 208 | 61 |
| 81 | Ford B-Max | 60 |
| 82 | L-R Range Rover Evoque | 59 |
| 83 | Chevrolet Trailblazer | 56 |
| 84 | Mazda6 | 51 |
| 85 | Toyota Land Cruiser 200 | 49 |
| 86 | VW Golf SV | 48 |
| 87 | Tata Bolt | 47 |
| 88 | Volvo XC60 | 46 |
| 89 | Suzuki Jimny | 44 |
| 90 | Mitsubishi Pajero | 42 |
| 91 | Volvo XC90 | 42 |
| 92 | Ford Tourneo Connect | 41 |
| 93 | Jaguar XF | 40 |
| 94 | BMW X6 | 38 |
| 95 | Lexus NX | 38 |
| 96 | Opel Astra | 37 |
| 97 | Nissan Sentra | 37 |
| 98 | Mitsubishi Pajero Sport | 37 |
| 99 | Jaguar XE | 37 |
| 100 | BMW 5 Series | 34 |
| 101 | Toyota LandCruiser SW | 33 |
| 102 | Porsche Cayenne | 32 |
| 103 | VW T5 Caravelle/Kombi | 31 |
| 104 | Ford Fusion | 29 |
| 105 | Mitsubishi Mirage | 28 |
| 106 | Chevrolet Sonic | 28 |
| 107 | Nissan NV200 | 28 |
| 108 | Subaru Forester | 26 |
| 109 | Audi A6 Sedan | 26 |
| 110 | L-R Range Rover | 26 |
| 111 | Subaru XV | 25 |
| 112 | VW Touareg | 25 |
| 113 | Mini Countryman | 25 |
| 114 | Honda Civic | 25 |
| 115 | Chrysler Voyager | 24 |
| 116 | Infiniti Q50 | 22 |
| 117 | Suzuki Ciaz | 20 |
| 118 | Lexus ES | 19 |
| 119 | Suzuki Ertiga | 18 |
| 120 | Lexus IS | 17 |
| 121 | Audi TT | 17 |
| 122 | Tata Indica/Indigo/B-Line | 17 |
| 123 | Tata Indica Vista | 16 |
| 124 | Volvo V40 CC | 15 |
| 125 | Renault Megane III | 15 |
| 126 | VW Scirocco | 15 |
| 127 | Volvo S60 | 14 |
| 128 | Peugeot 2008 | 14 |
| 129 | Subaru Outback | 13 |
| 130 | VW Touran | 13 |
| 131 | Citroen C4 Cactus | 13 |
| 132 | BMW 6 Series | 13 |
| 133 | VW Beetle/Cabrio | 13 |
| 134 | Suzuki SX4 | 12 |
| 135 | Chevrolet Orlando | 12 |
| 136 | BMW i8 | 12 |
| 137 | Honda Accord | 12 |
| 138 | VW Golf A6/Cabriolet | 12 |
| 139 | VW CC | 11 |
| 140 | Mazda5 | 11 |
| 141 | Jaguar F-Type | 10 |
| 142 | Porsche Cayman/Boxster | 10 |
| 143 | Mitsubishi Outlander | 9 |
| 144 | Volvo XC70 | 9 |
| 145 | Toyota FJ Cruiser | 8 |
| 146 | Peugeot 308 | 8 |
| 147 | Mahindra Xylo | 8 |
| 148 | Alfa Giulietta | 8 |
| 149 | BMW i3 | 8 |
| 150 | VW Caddy | 7 |
| 151 | Toyota 86 | 7 |
| 152 | Volvo V60 CC | 7 |
| 153 | Peugeot RCZ | 7 |
| 154 | Citroen DS3 | 7 |
| 155 | VW T6 Caravelle | 7 |
| 156 | Porsche Panamera | 6 |
| 157 | Citroen C4 Aircross | 6 |
| 158 | Suzuki Splash | 6 |
| 159 | Mahindra Scorpio | 6 |
| 160 | Maserati Ghibli | 6 |
| 161 | Suzuki Grand Vitara | 5 |
| 162 | Infiniti QX80 | 5 |
| 163 | Renault Koleos | 5 |
| 164 | Mini Convertible | 5 |
| 165 | Lexus RC | 5 |
| 166 | Mahindra Quanto | 4 |
| 167 | Subaru WRX | 4 |
| 168 | Porsche Macan | 4 |
| 169 | Lexus LX | 4 |
| 170 | BMW Z4 | 4 |
| 171 | Audi A7 Sportback | 3 |
| 172 | Chrysler 300C | 3 |
| 173 | Audi A8 | 3 |
| 174 | Citroen C1 | 3 |
| 175 | Peugeot 3008 | 3 |
| 176 | Nissan GT-R | 3 |
| 177 | Nissan Patrol SW | 3 |
| 178 | Nissan Leaf | 3 |
| 179 | Fiat 500L | 2 |
| 180 | Porsche 911 | 2 |
| 181 | Ford Ikon | 2 |
| 182 | Mini Paceman | 2 |
| 183 | BMW 7 Series | 2 |
| 184 | Lexus RX | 2 |
| 185 | Ferrari California | 2 |
| 186 | Maserati Quattroporte | 2 |
| 187 | Mini Roadster | 2 |
| 188 | Subaru Legacy | 2 |
| 189 | Mini Coupe | 2 |
| 190 | Citroen DS3 Cabrio | 2 |
| 191 | Ferrari 458 Italia | 2 |
| 192 | Ferrari 458 Speciale | 2 |
| 193 | Nissan Murano | 2 |
| 194 | Landwind 5 | 2 |
| 195 | Infiniti QX70 | 1 |
| 196 | Citroen DS5 | 1 |
| 197 | Abarth 500 | 1 |
| 198 | Jaguar XJ | 1 |
| 199 | Lexus GS | 1 |
| 200 | Mazda MX-5 | 1 |
| 201 | Citroen Dispatch | 1 |

## LCV – OCT 2015

| | | |
|---|---|---|
| 01 | Ford Ranger | 2740 |
| 02 | Toyota Hilux | 2639 |
| 03 | Chev Utility | 1947 |
| 04 | Nissan NP200 | 1845 |
| 05 | Isuzu KB | 1376 |
| 06 | Toyota Quantum | 1256 |
| 07 | Nissan NP300 Hardbody | 505 |
| 08 | Volkswagen Amarok | 447 |
| 09 | Toyota Land Cruiser Pick-up | 261 |
| 10 | Nissan NV350 Taxi | 258 |
| 11 | Tata Super Ace | 124 |
| 12 | Mahindra Scorpio Pik-up | 110 |
| 13 | Land Rover Defender Pick-up | 92 |
| 14 | Mahindra Bolero | 90 |
| 15 | Nissan Hardbody | 90 |
| 16 | Mazda BT-50 | 77 |
| 17 | Nissan Navara | 67 |
| 18 | Ford Transit | 42 |
| 19 | VW Caddy | 35 |
| 20 | Chev Spark | 33 |
| 21 | Ford Transit Connect | 24 |
| 22 | Mahindra Genio | 24 |
| 23 | Nissan NV200 | 22 |
| 24 | Changan Star II | 22 |
| 25 | Nissan NV350 | 21 |
| 26 | Tata Telcoline/Worker | 21 |
| 27 | JMC Boarding | 20 |
| 28 | Tata Xenon | 18 |
| 29 | Toyota Avanza | 17 |
| 30 | VW T5 Transporter Crew Bus | 16 |
| 31 | JMC Carrying | 15 |
| 32 | VW T5 Transporter Panel Van | 14 |
| 33 | Mitsubishi Triton | 12 |
| 34 | VW T5 Transporter Pick-up | 12 |
| 35 | JMC Vigus | 12 |
| 36 | Fiat Doblo Cargo | 10 |
| 37 | Renault Kangoo | 9 |
| 38 | Fiat Fiorino | 8 |
| 39 | Suzuki Gypsy | 5 |
| 40 | Peugeot Partner | 3 |
| 41 | VW T6 Transporter Crew Bus | 3 |
| 42 | VW T6 Transporter Panel Van | 2 |
| 43 | VW T6 Transporter Pick Up | 2 |

## TOP 20 DOMESTIC

| | |
|---|---|
| Toyota | 11156 |
| Volkswagen Group SA | 8883 |
| FMC | 6657 |
| AMH/AAD | 5571 |
| GMSA/Isuzu Trucks | 5301 |
| Nissan | 3873 |
| MBSA | 2714 |
| Renault | 2050 |
| BMW Group | 1680 |
| Mazda Southern Africa | 873 |
| Honda | 761 |
| Jaguar Land Rover | 656 |
| Chrysler SA | 649 |
| Volvo Group Southern Africa | 437 |
| Suzuki Auto | 392 |
| Tata | 373 |
| Mahindra | 321 |
| Scania | 268 |
| GWM | 235 |
| Mitsubishi Motors SA | 234 |

## TOP 10 EXPORTERS

| | |
|---|---|
| MBSA | 8472 |
| BMW Group | 6814 |
| Volkswagen Group SA | 6438 |
| Toyota | 5044 |
| Nissan | 364 |
| FMC | 325 |
| GMSA/Isuzu Trucks | 105 |
| Scania | 51 |
| MAN | 22 |
| Iveco/Babcock | 20 |
| Mitsubishi Motors SA | 19 |

# GBU.

Entries in red are *TopCar*'s actual test figures.
Verdicts are *TopCar*'s own opinions.
**L/100:** combined cycle fuel consumption in litres per 100km
**P/T:** Powertrain details – cylinders/capacity in litres plus T–Turbo, S–Supercharged, TD–Turbo Diesel, e–Hybrid Electric
NB! Prices include $CO_2$ emissions tax where applicable and should be seen as indicative only

**GEARBOX KEY:**
M – Manual
A – Automatic
S – Automated manual
D – Dual-clutch automated manual
C – Continuously variable
/ followed by the number of ratios

Vehicle pricing and data supplied by

## The Good, the Bad & the Ugly THE WORLD'S PUNCHIEST BUYING GUIDE

LAST UPDATED ON 13 NOVEMBER 2015

## ABARTH

### 595

**VERDICT** | Slightly mad, entirely loveable

| 595 | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 595 turismo | 324 900 | 6.5 | 155 | 7.4 | 4/1.4T | 118 | 230 | M/5 |
| 595 turismo auto | 340 900 | 6.5 | 151 | 7.6 | 4/1.4T | 118 | 230 | S/5 |
| 595 turismo cabriolet | 364 900 | 6.5 | 155 | 7.4 | 4/1.4T | 118 | 230 | M/5 |
| 595 turismo cabriolet auto | 380 900 | 6.5 | 151 | 7.6 | 4/1.4T | 118 | 230 | S/5 |

## ALFA ROMEO

### MITO

**VERDICT** | Characterful but let down by Punto chassis

| MiTo | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.4TBi Distinctive | 304 400 | 5.6 | 129 | 8.4 | 4/1.4T | 100 | 206 | M/5 |
| 1.4TBi Quadrifoglio Verde | 325 900 | 6.0 | 139 | 7.3 | 4/1.4T | 125 | 250 | D/6 |

### GIULIETTA

**VERDICT** | Fine Golf alternative, stylish and grippy

| GIULIETTA | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.4TBi Distinctive | 355 400 | 5.8 | 134 | 7.8 | 4/1.4T | 125 | 250 | M/6 |
| 1.4TBi Exclusive | 388 900 | 5.2 | 121 | 7.7 | 4/1.4T | 125 | 250 | D/6 |
| 1750TBi Quadrifoglio Verde | 432 900 | 7.0 | 162 | 6.0 | 4/1.7T | 177 | 340 | D/6 |

### 4C

**VERDICT** | Carbon Alfa not quite a Cayman-beater

| 4C | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| coupé | 1 070 000 | 6.8 | 157 | 4.5 | 4/1.7T | 177 | 350 | D/6 |

## ASTON MARTIN

### VANTAGE

**VERDICT** | Subtle tweaks make for the best Vantage yet

| VANTAGE | PRICE | L/100 | CO2 | 0-100 | CYL/CC | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| **coupé** | | | | | | | | |
| V8 Vantage | POA | 13.8 | 321 | 4.9 | V8/4.7 | 313 | 470 | M/6 |
| V8 Vantage auto | POA | 12.9 | 299 | 5.3 | V8/4.7 | 313 | 470 | S/7 |
| V8 Vantage N430 | POA | 13.8 | 321 | 4.8 | V8/4.7 | 321 | 490 | M/6 |
| V8 Vantage N430 auto | POA | 12.9 | 299 | 4.8 | V8/4.7 | 321 | 490 | S/7 |
| V8 Vantage S | POA | 13.8 | 321 | 4.5 | V8/4.7 | 321 | 490 | M/6 |
| V8 Vantage S auto | POA | 12.8 | 296 | 4.5 | V8/4.7 | 321 | 490 | S/7 |
| V12 Vantage S | POA | 14.7 | 343 | 3.9 | V12/5.9 | 421 | 620 | S/7 |
| **roadster** | | | | | | | | |
| V8 Vantage | POA | 13.8 | 321 | 5.1 | V8/4.7 | 313 | 470 | M/6 |
| V8 Vantage auto | POA | 12.9 | 299 | 5.1 | V8/4.7 | 313 | 470 | S/7 |
| V8 Vantage N430 | POA | 13.8 | 321 | 5.0 | V8/4.7 | 321 | 490 | M/6 |
| V8 Vantage N430 auto | POA | 12.9 | 299 | 5.0 | V8/4.7 | 321 | 490 | S/7 |
| V8 Vantage S | POA | 13.8 | 321 | 4.5 | V8/4.7 | 321 | 490 | M/6 |
| V8 Vantage S auto | POA | 12.8 | 296 | 4.5 | V8/4.7 | 321 | 490 | S/7 |
| V12 Vantage S | POA | 14.7 | 343 | 4.0 | V12/5.9 | 421 | 620 | S/7 |

### DB9

**VERDICT** | Still the most beautiful GT. Replaced soon

| DB9 | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| coupé | POA | 14.3 | 333 | 4.6 | V12/5.9 | 380 | 620 | A/6 |
| coupé Carbon Edition | POA | 14.3 | 333 | 4.6 | V12/5.9 | 380 | 620 | A/6 |
| coupé GT | POA | 14.3 | 333 | 4.5 | V12/5.9 | 403 | 620 | A/6 |
| Volante | POA | 14.3 | 333 | 4.6 | V12/5.9 | 380 | 620 | A/6 |
| Volante Carbon Edition | POA | 14.3 | 333 | 4.6 | V12/5.9 | 380 | 620 | A/6 |
| Volante GT | POA | 14.3 | 333 | 4.5 | V12/5.9 | 403 | 620 | A/6 |

### RAPIDE S

**VERDICT** | Tight in the back, but you'll be driving anyway

| RAPIDE | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| Rapide S | POA | 14.3 | 332 | 4.9 | V12/5.9 | 410 | 620 | A/6 |

### VANQUISH

**VERDICT** | Aston presses Ctrl Alt F12. Real Ferrari rival

| VANQUISH | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| coupé | POA | 12.8 | 298 | 3.8 | V12/5.9 | 424 | 630 | A/8 |
| coupé Carbon Edition | POA | 12.8 | 298 | 3.8 | V12/5.9 | 424 | 630 | A/8 |
| Volante | POA | 12.8 | 298 | 4.0 | V12/5.9 | 424 | 630 | A/8 |
| Volante Carbon Edition | POA | 12.8 | 298 | 4.0 | V12/5.9 | 424 | 630 | A/8 |

## AUDI

### A1 / S1

**VERDICT** | Top marks for Audi's premium baby

| A1 / S1 | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| **3-door** | | | | | | | | |
| 1.0T S | 267 500 | 4.2 | 97 | 10.9 | 3/1.0T | 70 | 160 | M/5 |
| 1.0T S auto | 285 000 | 4.4 | 102 | 10.9 | 3/1.0T | 70 | 160 | D/7 |
| 1.0T SE | 282 000 | 4.2 | 97 | 10.9 | 3/1.0T | 70 | 160 | M/5 |
| 1.0T SE auto | 299 500 | 4.4 | 102 | 10.9 | 3/1.0T | 70 | 160 | D/7 |
| 1.4T SE | 306 500 | 4.9 | 115 | 8.8 | 4/1.4T | 92 | 200 | M/6 |
| 1.4T SE auto | 324 000 | 4.9 | 112 | 8.8 | 4/1.4T | 92 | 200 | D/7 |
| 1.8T Sport | 392 500 | 5.6 | 129 | 6.8 | 4/1.8T | 141 | 250 | D/7 |
| S1 quattro | 462 500 | 7.0 | 162 | 5.8 | 4/2.0T | 170 | 370 | M/6 |
| **Sportback** | | | | | | | | |
| 1.0T S | 275 000 | 4.2 | 97 | 11.1 | 3/1.0T | 70 | 160 | M/6 |
| 1.0T S auto | 292 500 | 4.4 | 102 | 11.1 | 3/1.0T | 70 | 160 | D/7 |
| 1.0T SE | 289 500 | 4.2 | 97 | 11.1 | 3/1.0T | 70 | 160 | M/6 |
| 1.0T SE auto | 307 000 | 4.4 | 102 | 11.1 | 3/1.0T | 70 | 160 | D/7 |
| 1.4T SE | 314 000 | 5.1 | 118 | 8.9 | 4/1.4T | 92 | 200 | M/6 |
| 1.4T SE auto | 331 500 | 4.9 | 112 | 8.9 | 4/1.4T | 92 | 200 | D/7 |
| 1.8T Sport | 400 000 | 5.6 | 129 | 6.9 | 4/1.8T | 141 | 250 | D/7 |
| S1 quattro | 470 000 | 7.1 | 166 | 6.4 | 4/2.0T | 170 | 370 | M/6 |

### A3 / S3

**VERDICT** | Quality cabin and powertrains, added agility

| A3 / S3 | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| **3-door** | | | | | | | | |
| 1.2T S | 337 000 | 4.9 | 114 | 10.3 | 4/1.2T | 77 | 175 | M/6 |
| 1.4T S | 345 500 | 5.2 | 120 | 9.3 | 4/1.4T | 90 | 200 | M/6 |
| 1.4T S auto | 362 500 | 4.9 | 114 | 9.2 | 4/1.4T | 90 | 200 | D/7 |
| 1.6TDI S | 381 000 | 3.9 | 102 | 10.7 | 4/1.6TD | 77 | 250 | D/7 |
| 1.8T SE | 384 000 | 5.8 | 135 | 7.1 | 4/1.8T | 132 | 250 | M/6 |
| 1.8T SE auto | 401 000 | 5.6 | 130 | 7.2 | 4/1.8T | 132 | 250 | D/7 |
| 1.8T quattro | 442 000 | 6.6 | 152 | 7.94 | 4/1.8T | 132 | 280 | D/6 |
| S3 quattro | 558 500 | 6.9 | 159 | 5.2 | 4/2.0T | 206 | 380 | D/6 |
| **Sportback** | | | | | | | | |
| 1.2T S | 344 500 | 4.9 | 114 | 10.5 | 4/1.2T | 77 | 175 | M/6 |
| 1.4T S | 353 000 | 5.3 | 123 | 9.5 | 4/1.4T | 90 | 200 | M/6 |
| 1.4T S auto | 370 000 | 5.0 | 116 | 9.3 | 4/1.4T | 90 | 200 | D/7 |
| 1.6TDI S | 388 500 | 3.9 | 102 | 10.9 | 4/1.6TD | 77 | 250 | D/7 |
| 1.8T SE | 391 500 | 5.8 | 135 | 7.2 | 4/1.8T | 132 | 250 | M/6 |
| 1.8T SE auto | 408 500 | 5.6 | 130 | 7.3 | 4/1.8T | 132 | 250 | D/7 |
| 2.0TDI SE | 426 500 | 4.5 | 119 | 8.4 | 4/2.0TD | 110 | 320 | D/6 |
| 1.8T quattro | 449 500 | 6.6 | 152 | 6.8 | 4/1.8T | 132 | 280 | D/6 |
| S3 quattro | 566 000 | 6.9 | 160 | 5.1 | 4/2.0T | 206 | 380 | D/6 |
| RS3 quattro | 710 000 | 8.3 | 194 | 4.3 | 5/2.5T | 270 | 465 | D/6 |
| **sedan** | | | | | | | | |
| 1.4T SE | 382 000 | 5.3 | 122 | 9.4 | 4/1.4T | 92 | 200 | M/6 |
| 1.4T SE auto | 399 000 | 5.0 | 116 | 9.3 | 4/1.4T | 90 | 200 | D/7 |
| 1.8T SE | 401 500 | 5.8 | 135 | 7.2 | 4/1.8T | 132 | 250 | M/6 |
| 1.8T SE auto | 418 500 | 5.6 | 129 | 7.3 | 4/1.8T | 132 | 250 | D/7 |
| 2.0TDI SE | 436 500 | 4.5 | 118 | 8.4 | 4/2.0TD | 110 | 320 | D/6 |
| 1.8T quattro | 459 500 | 6.5 | 149 | 6.8 | 4/1.8T | 132 | 280 | D/6 |
| S3 quattro | 576 000 | 6.9 | 159 | 5.0 | 4/2.0T | 206 | 380 | D/6 |
| **cabriolet** | | | | | | | | |
| 1.4T S | 458 500 | 5.3 | 124 | 10.2 | 4/1.4T | 92 | 200 | M/6 |
| 1.4T S auto | 475 500 | 5.1 | 120 | 10.2 | 4/1.4T | 92 | 200 | D/7 |
| 1.8T SE | 490 000 | 6.0 | 140 | 7.7 | 4/1.8T | 132 | 250 | M/6 |
| 1.8T SE auto | 507 000 | 5.8 | 133 | 7.8 | 4/1.8T | 132 | 250 | D/7 |
| S3 quattro | 663 000 | 7.1 | 165 | 5.4 | 4/2.0T | 206 | 380 | D/6 |

### Q3 / RS Q3

**VERDICT** | So much better to drive than it looks

| Q3 / RS Q3 | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.4T S | 410 500 | 5.5 | 133 | 9.2 | 4/1.4T | 110 | 250 | M/6 |
| 1.4T S auto | 428 000 | 5.8 | 138 | 8.9 | 4/1.4T | 110 | 250 | D/6 |
| 2.0T quattro | 509 000 | 6.5 | 150 | 7.6 | 4/2.0T | 132 | 320 | D/7 |
| 2.0TDI quattro | 525 500 | 5.3 | 139 | 7.9 | 4/2.0TD | 135 | 380 | D/7 |
| RS Q3 quattro | 769 500 | 8.4 | 198 | 4.8 | 5/2.5T | 250 | 450 | D/7 |

### A4 / S4 / RS4

**VERDICT** | Replaced soon. Punchy S4 still superb

| A4 / S4 / RS4 | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| **sedan** | | | | | | | | |
| 1.8T 88kW S | 379 500 | 6.5 | 151 | 10.5 | 4/1.8T | 88 | 230 | M/6 |
| 1.8T S | 406 500 | 5.7 | 134 | 8.1 | 4/1.8T | 125 | 320 | M/6 |
| 1.8T S auto | 423 500 | 5.8 | 134 | 8.3 | 4/1.8T | 125 | 320 | C/V |
| 1.8T SE | 421 500 | 5.7 | 134 | 8.1 | 4/1.8T | 125 | 320 | M/6 |
| 1.8T SE auto | 438 500 | 5.8 | 134 | 8.3 | 4/1.8T | 125 | 320 | C/V |
| 1.8T SE Sport Edition Plus | 429 750 | 5.7 | 134 | 8.1 | 4/1.8T | 125 | 320 | M/6 |
| 1.8T SE Sport Edition Plus auto | 446 750 | 5.8 | 134 | 8.3 | 4/1.8T | 125 | 320 | C/V |
| 2.0TDIe S | 413 000 | 4.5 | 119 | 9.2 | 4/2.0TD | 105 | 320 | M/6 |
| 2.0TDI S auto | 432 500 | 4.8 | 127 | 7.9 | 4/2.0TD | 130 | 380 | C/V |
| 2.0TDI SE | 430 500 | 4.6 | 120 | 8.2 | 4/2.0TD | 130 | 380 | M/6 |
| 2.0TDI SE auto | 447 500 | 4.8 | 127 | 7.9 | 4/2.0TD | 130 | 380 | C/V |
| 2.0TDI SE Sport Edition Plus | 438 750 | 4.6 | 120 | 8.2 | 4/2.0TD | 130 | 380 | M/6 |
| 2.0TDI SE Sport Edition Plus auto | 455 750 | 4.8 | 127 | 7.9 | 4/2.0TD | 130 | 380 | C/V |
| 2.0T SE | 483 000 | 5.9 | 138 | 6.8 | 4/2.0T | 165 | 350 | C/V |
| 2.0T quattro | 564 500 | 6.6 | 152 | 6.4 | 4/2.0T | 165 | 350 | D/7 |
| 3.0TDI quattro | 616 000 | 5.7 | 149 | 5.9 | V6/3.0TD | 180 | 500 | D/7 |
| 3.0T quattro | 617 500 | 8.1 | 190 | 5.4 | V6/3.0S | 200 | 400 | D/7 |
| S4 quattro | 760 000 | 7.7 | 178 | 5.4 | V6/3.0S | 245 | 440 | D/7 |
| **allroad quattro** | | | | | | | | |
| 2.0T | 536 500 | 7.0 | 164 | 6.9 | 4/2.0T | 165 | 350 | D/7 |
| 2.0TDI | 542 000 | 6.0 | 156 | 7.98 | 4/2.0TD | 130 | 380 | D/7 |
| **Avant** | | | | | | | | |
| S4 quattro | 777 000 | 7.8 | 180 | 5.1 | V6/3.0S | 245 | 440 | D/7 |
| RS4 quattro | 1 061 000 | 10.7 | 249 | 4.83 | V8/4.2 | 331 | 430 | D/7 |

### Q5 / SQ5

**VERDICT** | A happy home for quattro

| Q5 / SQ5 | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 2.0T S quattro | 570 000 | 7.5 | 174 | 8.5 | 4/2.0T | 132 | 320 | M/6 |
| 2.0TDI S quattro auto | 593 500 | 6.0 | 159 | 9.0 | 4/2.0TD | 130 | 380 | D/7 |
| 2.0T SE quattro | 648 500 | 7.9 | 184 | 7.1 | 4/2.0T | 165 | 350 | A/8 |
| 3.0T SE quattro | 737 000 | 8.5 | 199 | 5.9 | V6/3.0S | 200 | 400 | A/8 |
| 3.0TDI SE quattro | 757 000 | 6.4 | 169 | 6.5 | V6/3.0TD | 180 | 580 | D/7 |
| SQ5 TDI quattro | 884 500 | 6.8 | 179 | 5.55 | V6/3.0TD | 230 | 650 | A/8 |

### TT

**VERDICT** | Sharper looks, tech and drive for 3rd-gen TT

| TT | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| **coupé** | | | | | | | | |
| 2.0T | 566 500 | 6.3 | 148 | 6.0 | 4/2.0T | 169 | 370 | D/6 |
| 2.0T quattro | 651 500 | 6.4 | 151 | 5.82 | 4/2.0T | 169 | 370 | D/6 |
| TTS 2.0T quattro | 700 500 | 7.1 | 164 | 4.8 | 4/2.0T | 210 | 380 | D/6 |

## A5 / S5 / RS5

**VERDICT** | Pretty and practical but feeling its age

| A5 / S5 / RS5 | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| **Sportback** | | | | | | | | |
| 1.8T SE | 487 000 | 5.8 | 136 | 8.2 | 4/1.8T | 125 | 320 | M/6 |
| 1.8T SE auto | 504 000 | 5.9 | 136 | 8.4 | 4/1.8T | 125 | 320 | C/V |
| 2.0TDI SE | 528 500 | 4.8 | 127 | 7.9 | 4/2.0TD | 130 | 380 | C/V |
| 2.0T SE | 557 000 | 5.9 | 138 | 7.0 | 4/2.0T | 165 | 350 | C/V |
| 2.0T quattro | 581 500 | 6.6 | 152 | 6.5 | 4/2.0T | 165 | 350 | D/7 |
| 3.0TDI quattro | 686 000 | 5.8 | 152 | 6.2 | V6/3.0TD | 180 | 500 | D/7 |
| 3.0T quattro | 688 500 | 7.7 | 178 | 6.0 | V6/3.0S | 200 | 400 | D/7 |
| S5 quattro | 807 500 | 7.7 | 179 | 5.1 | V6/3.0S | 245 | 440 | D/7 |
| **coupé** | | | | | | | | |
| 1.8T SE | 492 500 | 5.7 | 134 | 7.9 | 4/1.8T | 125 | 320 | M/6 |
| 1.8T SE auto | 509 500 | 5.8 | 134 | 8.2 | 4/1.8T | 125 | 320 | C/V |
| 2.0TDI SE | 531 500 | 4.7 | 123 | 7.8 | 4/2.0TD | 130 | 380 | C/V |
| 2.0T SE | 560 500 | 5.9 | 138 | 6.8 | 4/2.0T | 165 | 350 | C/V |
| 2.0T quattro | 584 500 | 6.6 | 152 | 6.4 | 4/2.0T | 165 | 350 | D/7 |
| 3.0TDI quattro | 687 500 | 5.8 | 152 | 6.2 | V6/3.0TD | 180 | 500 | D/7 |
| 3.0T quattro | 689 500 | 7.5 | 174 | 5.8 | V6/3.0S | 200 | 400 | D/7 |
| S5 quattro | 807 000 | 7.7 | 178 | 4.9 | V6/3.0S | 245 | 440 | D/7 |
| RS5 quattro | 1 050 000 | 10.5 | 246 | 4.48 | V8/4.2 | 331 | 430 | D/7 |
| **cabriolet** | | | | | | | | |
| 1.8T SE | 554 000 | 6.2 | 143 | 8.7 | 4/1.8T | 125 | 320 | M/6 |
| 1.8T SE auto | 571 000 | 6.2 | 143 | 8.9 | 4/1.8T | 125 | 320 | C/V |
| 2.0TDI SE | 606 000 | 5.0 | 132 | 8.3 | 4/2.0TD | 130 | 380 | C/V |
| 2.0T SE | 634 500 | 6.3 | 148 | 7.4 | 4/2.0T | 165 | 350 | C/V |
| 2.0T quattro | 659 500 | 6.9 | 159 | 7.2 | 4/2.0T | 165 | 350 | D/7 |
| 3.0T quattro | 766 500 | 7.8 | 181 | 6.3 | V6/3.0S | 200 | 400 | D/7 |
| S5 quattro | 886 000 | 7.9 | 184 | 5.4 | V6/3.0S | 245 | 440 | D/7 |
| RS5 quattro | 1 132 000 | 10.7 | 249 | 4.9 | V8/4.2 | 331 | 430 | D/7 |

## A6 / S6 / RS6

**VERDICT** | Bland but big and beautifully engineered

| A6 / S6 / RS6 | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.8T | 624 000 | 5.7 | 133 | 7.9 | 4/1.8T | 140 | 320 | D/7 |
| 3.0TDI | 715 000 | 4.7 | 122 | 7.1 | V6/3.0TD | 160 | 400 | D/7 |
| S6 quattro | 1 094 500 | 9.2 | 214 | 4.4 | V8/4.0T | 331 | 550 | D/7 |
| RS6 Avant quattro | 1 465 000 | 9.8 | 223 | 3.9 | V8/4.0T | 412 | 700 | A/8 |

## Q7

**VERDICT** | Lord of the Rings: Return of the Q-car king

| Q7 | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 2.0T quattro | 872 000 | n/a | n/a | n/a | 4/2.0T | 185 | 370 | A/8 |
| 3.0TDI quattro | 924 000 | 5.7 | 149 | 6.3 | V6/3.0TD | 183 | 600 | A/8 |

## A7 / S7 / RS7 SPORTBACK

**VERDICT** | Competent, pretty GT, but no sports saloon

| A7 / S7 / RS7 SPORTBACK | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 3.0TDI quattro | 979 500 | 5.2 | 136 | 5.7 | V6/3.0TD | 200 | 580 | D/7 |
| 3.0TDI BiT quattro | 1 079 500 | 6.1 | 162 | 5.2 | V6/3.0TD | 235 | 650 | A/8 |
| S7 quattro | 1 221 000 | 9.3 | 215 | 4.6 | V8/4.0T | 331 | 550 | D/7 |
| RS7 quattro | 1 656 500 | 9.5 | 221 | 3.9 | V8/4.0T | 412 | 700 | A/8 |

## A8 / S8 / A8 L

**VERDICT** | Packed with tech. Still needs board approval

| A8 / S8 / A8 L | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| **A8 / S8** | | | | | | | | |
| 3.0TDI quattro | 1 199 500 | 5.9 | 155 | 5.9 | V6/3.0TD | 190 | 580 | A/8 |
| 4.2TDI quattro | 1 536 500 | 7.4 | 194 | 4.7 | V8/4.1TD | 283 | 850 | A/8 |
| S8 quattro | 1 567 500 | 9.6 | 225 | 4.25 | V8/4.0T | 382 | 650 | A/8 |
| **A8 L** | | | | | | | | |
| 3.0TDI quattro | 1 369 500 | 6.0 | 158 | 6.1 | V6/3.0TD | 190 | 580 | A/8 |
| 4.2TDI quattro | 1 709 500 | 7.5 | 197 | 4.9 | V8/4.1TD | 283 | 850 | A/8 |
| 6.3 W12 quattro | 2 082 000 | 11.3 | 264 | 4.6 | W12/6.3 | 368 | 625 | A/8 |

## R8

**VERDICT** | Proper supercar with trad Audi build

| R8 | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| **coupé** | | | | | | | | |
| 4.2 quattro | 1 680 000 | 12.4 | 289 | 4.3 | V8/4.2 | 316 | 430 | D/7 |
| 5.2 V10 quattro | 2 239 000 | 13.1 | 305 | 3.6 | V10/5.2 | 386 | 530 | D/7 |
| 5.2 V10 plus quattro | 2 548 000 | 12.9 | 299 | 3.57 | V10/5.2 | 404 | 540 | D/7 |
| **Spyder** | | | | | | | | |
| 4.2 quattro | 1 852 000 | 12.6 | 294 | 4.63 | V8/4.2 | 316 | 430 | D/7 |
| 5.2 V10 quattro | 2 410 500 | 13.3 | 310 | 3.8 | V10/5.2 | 386 | 530 | D/7 |

# BENTLEY

## CONTINENTAL GT

**VERDICT** | Heavyweight GT ageing like fine wine

| CONTINENTAL GT | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| **coupé** | | | | | | | | |
| GT V8 | 3 950 000 | 10.5 | 246 | 4.8 | V8/4.0T | 373 | 660 | A/8 |
| GT V8 S | 4 320 000 | 10.5 | 246 | 4.5 | V8/4.0T | 389 | 680 | A/8 |
| GT W12 | 4 420 000 | 14.1 | 327 | 4.5 | W12/6.0T | 434 | 720 | A/8 |
| GT Speed W12 | 5 088 000 | 14.5 | 338 | 4.2 | W12/6.0T | 467 | 820 | A/8 |
| **convertible** | | | | | | | | |
| GT V8 | 4 270 000 | 10.9 | 254 | 5.0 | V8/4.0T | 373 | 660 | A/8 |
| GT V8 S | 4 630 000 | 10.9 | 254 | 4.7 | V8/4.0T | 389 | 680 | A/8 |
| GT W12 | 4 730 000 | 14.2 | 330 | 4.7 | W12/6.0T | 434 | 720 | A/8 |
| GT Speed W12 | 5 400 000 | 14.9 | 347 | 4.4 | W12/6.0T | 467 | 820 | A/8 |

## FLYING SPUR

**VERDICT** | Punchier and prettier new four-door Conti

| FLYING SPUR | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| V8 | 4 270 000 | 10.9 | 254 | 5.2 | V8/4.0T | 373 | 660 | A/8 |
| W12 | 4 833 000 | 14.7 | 343 | 4.6 | W12/6.0T | 460 | 800 | A/8 |

## MULSANNE

**VERDICT** | Build an uber-Bentley? They nailed it

| MULSANNE | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| Mulsanne | 7 262 000 | 14.6 | 342 | 5.3 | V8/6.8T | 377 | 1020 | A/8 |
| Speed | 7 950 000 | 14.6 | 342 | 4.9 | V8/6.8T | 395 | 1100 | A/8 |

# BMW

## 1 SERIES

**VERDICT** | Joy is in the eye of the steering wheel holder

| 1 SERIES | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| **3-door** | | | | | | | | |
| 118i | 342 000 | 5.0 | 116 | 8.5 | 3/1.5T | 100 | 220 | M/6 |
| 118i auto | 360 900 | 4.8 | 112 | 8.7 | 3/1.5T | 100 | 220 | A/8 |
| 120i | 364 642 | 5.8 | 136 | 7.4 | 4/1.6T | 130 | 250 | M/6 |
| 120i auto | 383 234 | 5.7 | 133 | 7.2 | 4/1.6T | 130 | 250 | A/8 |
| 125i | 437 488 | 6.6 | 154 | 6.4 | 4/2.0T | 160 | 310 | M/6 |
| 125i auto | 457 973 | 6.3 | 148 | 6.79 | 4/2.0T | 160 | 310 | A/8 |
| M135i | 540 477 | 8.0 | 188 | 5.1 | 6/3.0T | 240 | 450 | M/6 |
| M135i auto | 560 243 | 7.5 | 175 | 4.9 | 6/3.0T | 240 | 450 | A/8 |
| **5-door** | | | | | | | | |
| 118i | 351 000 | 5.0 | 116 | 8.5 | 3/1.5T | 100 | 220 | M/6 |
| 118i auto | 369 900 | 4.8 | 112 | 8.7 | 3/1.5T | 100 | 220 | A/8 |
| 120i | 374 142 | 5.8 | 136 | 7.2 | 4/1.6T | 130 | 250 | M/6 |
| 120i auto | 392 734 | 5.7 | 133 | 7.4 | 4/1.6T | 130 | 250 | A/8 |
| 120d | 410 500 | 4.1 | 108 | 7.1 | 4/2.0TD | 140 | 380 | M/6 |
| 120d auto | 429 400 | 3.9 | 103 | 7.0 | 4/2.0TD | 140 | 380 | A/8 |
| 125i | 446 488 | 6.6 | 154 | 6.4 | 4/2.0T | 160 | 310 | M/6 |
| 125i auto | 466 973 | 6.3 | 148 | 6.86 | 4/2.0T | 160 | 310 | A/8 |
| M135i | 549 977 | 8.0 | 188 | 5.1 | 6/3.0T | 240 | 450 | M/6 |
| M135i auto | 569 743 | 7.5 | 175 | 4.9 | 6/3.0T | 240 | 450 | A/8 |

## 2 SERIES ACTIVE TOURER

**VERDICT** | Niche-filling front-wheel drive 'B-Class'

| 2 SERIES ACTIVE TOURER | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 218i | 380 000 | 5.1 | 118 | 9.2 | 3/1.5T | 100 | 220 | M/6 |
| 218i auto | 399 105 | 5.2 | 122 | 10.11 | 3/1.5T | 100 | 220 | A/6 |
| 220i | 405 052 | 6.0 | 140 | 7.5 | 4/2.0T | 141 | 280 | M/6 |
| 220i auto | 423 234 | 5.7 | 133 | 7.4 | 4/2.0T | 141 | 280 | A/8 |
| 220d | 430 500 | 4.5 | 117 | 7.6 | 4/2.0TD | 140 | 400 | M/6 |
| 220d auto | 449 400 | 4.3 | 114 | 7.5 | 4/2.0TD | 140 | 400 | A/8 |
| 225i auto | 450 847 | 5.9 | 138 | 6.6 | 4/2.0T | 170 | 350 | A/8 |

## 2 SERIES

**VERDICT** | Slinkier, sportier 1 Series

| 2 SERIES | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| **coupé** | | | | | | | | |
| 220i | 413 257 | 6.1 | 142 | 7.0 | 4/2.0T | 135 | 270 | M/6 |
| 220i auto | 431 336 | 5.7 | 134 | 7.0 | 4/2.0T | 135 | 270 | A/8 |
| 220d | 443 500 | 4.5 | 119 | 7.2 | 4/2.0TD | 135 | 380 | M/6 |
| 220d auto | 462 400 | 4.2 | 111 | 7.1 | 4/2.0TD | 135 | 380 | A/8 |
| 228i | 452 988 | 6.6 | 154 | 5.8 | 4/2.0T | 180 | 350 | M/6 |
| 228i auto | 471 273 | 6.3 | 148 | 5.7 | 4/2.0T | 180 | 350 | A/8 |
| M235i | 567 079 | 8.1 | 189 | 5.44 | 6/3.0T | 240 | 450 | M/6 |
| M235i auto | 586 846 | 7.6 | 176 | 4.8 | 6/3.0T | 240 | 450 | A/8 |
| **convertible** | | | | | | | | |
| 220i | 489 783 | 6.5 | 152 | 7.5 | 4/2.0T | 135 | 270 | M/6 |
| 220i auto | 507 862 | 6.2 | 144 | 7.6 | 4/2.0T | 135 | 270 | A/8 |
| 228i | 529 001 | 6.8 | 159 | 6.1 | 4/2.0T | 180 | 350 | M/6 |
| 228i auto | 547 388 | 6.6 | 154 | 6.0 | 4/2.0T | 180 | 350 | A/8 |
| M235i | 651 605 | 8.5 | 199 | 5.2 | 6/3.0T | 240 | 450 | M/6 |
| M235i auto | 671 166 | 7.9 | 184 | 5.0 | 6/3.0T | 240 | 450 | A/8 |

## 3 SERIES / M3

**VERDICT** | A little less involving, a lot more refined

| 3 SERIES / M3 | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 318i | 409 000 | 5.1 | 119 | 8.9 | 3/1.5T | 100 | 220 | M/6 |
| 318i auto | 427 900 | 5.0 | 116 | 9.1 | 3/1.5T | 100 | 220 | A/8 |
| 320i | 443 821 | 5.5 | 128 | 7.2 | 4/2.0T | 135 | 290 | M/6 |
| 320i auto | 462 310 | 5.3 | 124 | 7.3 | 4/2.0T | 135 | 290 | A/8 |
| 320i 3 40 Year Edition | 493 821 | 5.5 | 128 | 7.2 | 4/2.0T | 135 | 290 | M/6 |
| 320i 3 40 Year Edition auto | 512 310 | 5.3 | 124 | 7.3 | 4/2.0T | 135 | 270 | A/8 |
| 320d | 472 000 | 4.0 | 106 | 7.3 | 4/2.0TD | 140 | 400 | M/6 |
| 320d auto | 490 900 | 4.0 | 106 | 7.2 | 4/2.0TD | 140 | 400 | A/8 |
| 320d 3 40 Year Edition | 522 000 | 4.0 | 106 | 7.3 | 4/2.0TD | 140 | 400 | M/6 |
| 320d 3 40 Year Edition auto | 540 900 | 4.0 | 106 | 7.2 | 4/2.0TD | 140 | 400 | A/8 |
| 330i | 518 360 | 6.1 | 143 | 5.9 | 4/2.0T | 185 | 350 | M/6 |
| 330i auto | 535 823 | 5.5 | 129 | 5.8 | 4/2.0T | 185 | 350 | A/8 |
| 330i 3 40 Year Edition | 568 360 | 6.1 | 143 | 5.9 | 4/2.0T | 185 | 350 | M/6 |
| 330i 3 40 Year Edition auto | 585 823 | 5.5 | 129 | 5.8 | 4/2.0T | 185 | 350 | A/8 |
| 330d | 596 923 | 4.9 | 129 | 5.6 | 6/3.0TD | 190 | 560 | A/8 |
| 330d 3 40 Year Edition | 646 923 | 4.9 | 129 | 5.6 | 6/3.0TD | 190 | 560 | A/8 |
| 340i | 659 283 | 6.5 | 152 | 5.1 | 6/3.0T | 240 | 450 | A/8 |
| 340i 3 40 Year Edition | 709 283 | 6.5 | 152 | 5.1 | 6/3.0T | 240 | 450 | A/8 |
| M3 | 1 016 118 | 8.8 | 204 | 4.3 | 6/3.0T | 317 | 550 | M/6 |
| M3 auto | 1 065 992 | 8.3 | 194 | 4.1 | 6/3.0T | 317 | 550 | D/7 |

## 3 SERIES GRAN TURISMO

**VERDICT** | A 3 Series tailored for rear seat passengers

| 3 SERIES GRAN TURISMO | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 320i GT | 478 386 | 6.6 | 153 | 7.9 | 4/2.0T | 135 | 270 | M/6 |
| 320i GT auto | 496 465 | 6.2 | 145 | 7.9 | 4/2.0T | 135 | 270 | A/8 |
| 320d GT | 509 423 | 4.9 | 129 | 8.0 | 4/2.0TD | 135 | 380 | M/6 |
| 320d GT auto | 528 323 | 4.9 | 129 | 7.9 | 4/2.0TD | 135 | 380 | A/8 |
| 328i GT | 550 194 | 6.7 | 156 | 6.1 | 4/2.0T | 180 | 350 | M/6 |
| 328i GT auto | 568 375 | 6.4 | 149 | 6.1 | 4/2.0T | 180 | 350 | A/8 |
| 335i GT | 693 951 | 7.7 | 178 | 5.8 | 6/3.0T | 225 | 400 | A/8 |

## X1

**VERDICT** | New platform, added quality, better looks

| X1 | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| sDrive18i | 435 000 | 5.1 | 119 | 9.7 | 3/1.5T | 100 | 220 | M/6 |
| sDrive18i auto | 452 810 | 5.3 | 124 | 9.7 | 3/1.5T | 100 | 220 | A/6 |
| sDrive20i auto | 493 642 | 5.9 | 136 | 7.7 | 4/2.0T | 141 | 280 | A/8 |
| sDrive20d | 479 500 | 4.5 | 118 | 7.9 | 4/2.0TD | 140 | 400 | M/6 |
| sDrive20d auto | 498 400 | 4.5 | 118 | 7.8 | 4/2.0TD | 140 | 400 | A/8 |
| xDrive20i auto | 542 168 | 6.3 | 146 | 7.4 | 4/2.0T | 141 | 280 | A/8 |
| xDrive20d auto | 558 321 | 4.9 | 128 | 7.6 | 4/2.0TD | 140 | 400 | A/8 |
| xDrive25i auto | 605 475 | 6.4 | 149 | 6.5 | 4/2.0T | 170 | 350 | A/8 |

## i3

**VERDICT** | The premium-electric age starts here

| i3 | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| eDrive | 532 500 | 0.0 | 0 | 7.2 | elec | 125 | 250 | A/E |
| eDrive REx | 602 500 | 0.6 | 13 | 7.9 | e+2/0.65 | 125 | 250 | A/E |

## X3

**VERDICT** | Finally, Three is more than half of Five

| X3 | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| xDrive20i | 548 938 | 7.4 | 173 | 8.4 | 4/2.0T | 135 | 270 | M/6 |
| xDrive20i auto | 566 607 | 6.9 | 161 | 8.2 | 4/2.0T | 135 | 270 | A/8 |
| xDrive20d | 578 629 | 5.0 | 131 | 8.1 | 4/2.0TD | 140 | 400 | A/8 |
| xDrive28i | 648 809 | 7.0 | 162 | 6.5 | 4/2.0T | 180 | 400 | A/8 |
| xDrive30d | 733 975 | 5.7 | 149 | 5.9 | 6/3.0TD | 190 | 560 | A/8 |
| xDrive35i | 758 990 | 8.3 | 193 | 5.6 | 6/3.0T | 225 | 400 | A/8 |

## 4 SERIES / M4

**VERDICT** | A 4 to beat every Audi A5

| 4 SERIES / M4 | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| **Gran Coupé** | | | | | | | | |
| 420i | 508 475 | 6.4 | 149 | 7.5 | 4/2.0T | 135 | 270 | M/6 |
| 420i auto | 526 657 | 6.1 | 142 | 7.6 | 4/2.0T | 135 | 270 | A/8 |
| 420d | 539 910 | 4.7 | 124 | 7.7 | 4/2.0TD | 135 | 380 | M/6 |
| 420d auto | 558 503 | 4.6 | 121 | 7.5 | 4/2.0TD | 135 | 380 | A/8 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 428i | 587 488 | 6.6 | 154 | 6.1 | 4/2.0T | 180 | 350 | M/6 |
| 428i auto | 605 670 | 6.3 | 147 | 6.0 | 4/2.0T | 180 | 350 | A/8 |
| 435i | 754 540 | 7.5 | 174 | 5.2 | 6/3.0T | 225 | 400 | A/8 |
| **coupé** | | | | | | | | |
| 420i | 507 962 | 6.1 | 144 | 7.3 | 4/2.0T | 135 | 270 | M/6 |
| 420i auto | 526 349 | 6.0 | 139 | 7.3 | 4/2.0T | 135 | 270 | A/8 |
| 420d | 539 410 | 4.7 | 124 | 7.5 | 4/2.0TD | 135 | 380 | M/8 |
| 420d auto | 558 003 | 4.6 | 121 | 7.3 | 4/2.0TD | 135 | 380 | A/8 |
| 428i | 586 988 | 6.6 | 154 | 5.9 | 4/2.0T | 180 | 350 | M/6 |
| 428i auto | 605 170 | 6.3 | 147 | 5.8 | 4/2.0T | 180 | 350 | A/8 |
| 435i | 754 027 | 7.2 | 169 | 5.62 | 6/3.0T | 225 | 400 | A/8 |
| M4 | 1 068 118 | 8.8 | 204 | 4.3 | 6/3.0T | 317 | 550 | M/6 |
| M4 auto | 1 117 992 | 8.3 | 194 | 4.65 | 6/3.0T | 317 | 550 | D/7 |
| **convertible** | | | | | | | | |
| 420i | 599 001 | 6.8 | 159 | 8.2 | 4/2.0T | 135 | 270 | M/6 |
| 420i auto | 617 388 | 6.6 | 154 | 8.3 | 4/2.0T | 135 | 270 | A/8 |
| 428i | 696 501 | 6.8 | 159 | 6.4 | 4/2.0T | 180 | 350 | M/6 |
| 428i auto | 714 888 | 6.6 | 154 | 6.4 | 4/2.0T | 180 | 350 | A/8 |
| 435i | 857 746 | 7.5 | 176 | 5.5 | 6/3.0T | 225 | 400 | A/8 |
| M4 | 1 213 042 | 9.1 | 213 | 4.6 | 6/3.0T | 317 | 550 | M/6 |
| M4 auto | 1 262 916 | 8.7 | 203 | 4.4 | 6/3.0T | 317 | 550 | D/7 |

## X4

**VERDICT** | X3 slips into something a little sportier

| X4 | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| xDrive20i | 661 707 | 6.9 | 161 | 8.1 | 4/2.0T | 135 | 270 | A/8 |
| xDrive20d | 664 629 | 5.0 | 131 | 8.0 | 4/2.0TD | 140 | 400 | A/8 |
| xDrive28i | 725 809 | 7.0 | 162 | 6.4 | 4/2.0T | 180 | 350 | A/8 |
| xDrive30d | 811 475 | 5.7 | 149 | 5.8 | 6/3.0TD | 190 | 560 | A/8 |
| xDrive35i | 820 990 | 8.3 | 193 | 5.5 | 6/3.0T | 225 | 400 | A/8 |

## Z4

**VERDICT** | Z4 with broad(er) appeal

| Z4 | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| sDrive20i | 586 501 | 6.8 | 159 | 6.9 | 4/2.0T | 135 | 270 | M/6 |
| sDrive20i auto | 607 201 | 6.8 | 159 | 7.2 | 4/2.0T | 135 | 270 | A/8 |
| sDrive28i | 670 001 | 6.8 | 159 | 5.7 | 4/2.0T | 180 | 350 | M/6 |
| sDrive28i auto | 690 701 | 6.8 | 159 | 5.7 | 4/2.0T | 180 | 350 | A/8 |
| sDrive35i | 836 657 | 9.4 | 219 | 5.2 | 6/3.0T | 225 | 400 | M/6 |
| sDrive35i auto | 867 137 | 9.1 | 211 | 5.1 | 6/3.0T | 225 | 400 | D/7 |
| sDrive35is | 923 337 | 9.1 | 211 | 4.8 | 6/3.0T | 250 | 500 | D/7 |

## 5 SERIES / M5

**VERDICT** | Too smooth for some, but easily the best Five

| 5 SERIES / M5 | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 520i | 625 449 | 6.4 | 139 | 8.0 | 4/2.0T | 135 | 270 | A/8 |
| 520d | 659 500 | 4.1 | 109 | 7.9 | 4/2.0TD | 140 | 400 | A/8 |
| 528i | 752 257 | 6.5 | 142 | 6.3 | 4/2.0T | 180 | 350 | A/8 |
| 530d | 850 436 | 5.3 | 134 | 6.0 | 6/3.0TD | 190 | 560 | A/8 |
| 535i | 866 527 | 7.6 | 169 | 5.9 | 6/3.0T | 225 | 400 | A/8 |
| ActiveHybrid 5 | 929 975 | 6.4 | 149 | 5.9 | 6/3.0Te | 250e | 450e | A/8 |
| 535d | 981 347 | 5.4 | 138 | 5.5 | 6/3.0TD | 230 | 630 | A/8 |
| 550i | 1 118 105 | 8.6 | 199 | 4.6 | V8/4.4T | 330 | 650 | A/8 |
| M5 | 1 459 491 | 9.9 | 232 | 4.3 | V8/4.4T | 412 | 680 | D/7 |
| M5 Competition | 1 611 791 | 9.9 | 232 | 4.2 | V8/4.4T | 423 | 680 | D/7 |
| M5 Pure Metal M5 Edition | 1 959 491 | 9.9 | 232 | 3.9 | V8/4.4T | 441 | 700 | D/7 |

## 5 SERIES GRAN TURISMO

**VERDICT** | Hated by critics, loved by (all 12) owners

| 5 SERIES GRAN TURISMO | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 520d GT | 733 962 | 5.5 | 144 | 8.9 | 4/2.0TD | 135 | 380 | A/8 |
| 530d GT | 895 886 | 5.8 | 153 | 6.2 | 6/3.0TD | 190 | 560 | A/8 |
| 535i GT | 912 887 | 8.2 | 192 | 6.1 | 6/3.0T | 225 | 400 | A/8 |
| 550i GT | 1 159 644 | 9.2 | 214 | 5.0 | V8/4.4T | 330 | 650 | A/8 |

## X5

**VERDICT** | A master class in subtle evolution

| X5 | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| xDrive35i | 912 400 | 8.5 | 197 | 6.5 | 6/3.0T | 225 | 400 | A/8 |
| xDrive30d | 925 694 | 5.9 | 156 | 6.8 | 6/3.0TD | 190 | 560 | A/8 |
| xDrive40d | 1 045 296 | 6.0 | 157 | 5.9 | 6/3.0TD | 230 | 630 | A/8 |
| xDrive50i | 1 157 670 | 9.6 | 224 | 5.83 | V8/4.4T | 330 | 650 | A/8 |
| M50d | 1 215 438 | 6.6 | 173 | 5.3 | 6/3.0TD | 280 | 740 | A/8 |
| X5 M | 1 722 659 | 11.1 | 258 | 4.2 | V8/4.4T | 423 | 750 | A/8 |

## X6

**VERDICT** | The excellent X5 in a skin-tight tracksuit

| X6 | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| xDrive35i | 993 503 | 8.5 | 198 | 6.4 | 6/3.0T | 225 | 400 | A/8 |
| xDrive40d | 1 098 912 | 6.2 | 163 | 5.8 | 6/3.0TD | 230 | 630 | A/8 |
| xDrive50i | 1 220 273 | 9.7 | 225 | 4.8 | V8/4.4T | 330 | 650 | A/8 |
| M50d | 1 385 540 | 6.6 | 174 | 5.2 | 6/3.0TD | 280 | 740 | A/8 |
| X6 M | 1 757 659 | 11.1 | 258 | 4.75 | V8/4.4T | 423 | 750 | A/8 |

## 6 SERIES / M6

**VERDICT** | The very essence of Teutonic grand touring

| 6 SERIES | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| **coupé** | | | | | | | | |
| 640i | 1 080 335 | 7.4 | 172 | 5.3 | 6/3.0T | 235 | 450 | A/8 |
| 640d | 1 120 360 | 5.4 | 143 | 5.3 | 6/3.0TD | 230 | 630 | A/8 |
| 650i | 1 438 105 | 8.6 | 199 | 4.6 | V8/4.4T | 330 | 650 | A/8 |
| M6 | 1 690 491 | 9.9 | 232 | 4.2 | V8/4.4T | 412 | 680 | D/7 |
| M6 Competition | 1 838 091 | 9.9 | 232 | 3.9 | V8/4.4T | 441 | 700 | D/7 |
| **Gran Coupé** | | | | | | | | |
| 640i | 1 127 540 | 7.5 | 174 | 5.4 | 6/3.0T | 235 | 450 | A/8 |
| 640d | 1 167 668 | 5.5 | 146 | 5.93 | 6/3.0TD | 230 | 630 | A/8 |
| 650i | 1 479 605 | 8.6 | 199 | 5.42 | V8/4.4T | 330 | 650 | A/8 |
| M6 | 1 761 491 | 9.9 | 232 | 4.2 | V8/4.4T | 412 | 680 | D/7 |
| M6 Competition | 1 895 491 | 9.9 | 232 | 3.9 | V8/4.4T | 441 | 700 | D/7 |
| **convertible** | | | | | | | | |
| 640i | 1 169 246 | 7.6 | 176 | 5.5 | 6/3.0T | 235 | 450 | A/8 |
| 650i | 1 515 029 | 8.9 | 208 | 4.6 | V8/4.4T | 330 | 650 | A/8 |
| M6 | 1 803 209 | 10.3 | 239 | 4.47 | V8/4.4T | 412 | 680 | D/7 |
| M6 Competition | 1 950 809 | 10.3 | 239 | 4.0 | V8/4.4T | 441 | 700 | D/7 |

## 7 SERIES

**VERDICT** | Tech-laden limo a treat from every seat

| 7 SERIES | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 730d | 1 346 629 | 5.0 | 131 | 6.1 | 6/3.0TD | 195 | 620 | A/8 |
| 740i | 1 322 488 | 6.6 | 154 | 5.5 | 6/3.0T | 240 | 450 | A/8 |
| 750i | 1 735 566 | 7.9 | 184 | 4.7 | V8/4.4T | 330 | 650 | A/8 |
| 750Li | 1 869 374 | 8.0 | 187 | 4.7 | V8/4.4T | 330 | 650 | A/8 |

## i8

**VERDICT** | 3-cylinder hybrid sports car is a revelation

| i8 | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| eDrive coupé | 1 790 000 | 2.1 | 49 | 4.89 | 3/1.5+e | 266 | 570e | A/6 |

# CHANGAN

## STAR

**VERDICT** | Tempting price, credible design, but untried

| STAR | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.0 | 85 990 | n/a | 184 | n/a | 4/1.0 | 39 | 78 | M/5 |
| 1.3 | 96 990 | n/a | 189 | n/a | 4/1.3 | 60 | 102 | M/5 |
| 1.3 King cab | 105 990 | n/a | 189 | n/a | 4/1.3 | 60 | 102 | M/5 |

# CHERY

## QQ3

**VERDICT** | Chev Spark clone on the cheap

| QQ3 | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 0.8 TE | 93 900 | 6.8 | 156 | 20.0 | 3/0.8 | 38 | 70 | M/5 |
| 0.8 TX | 104 900 | 6.8 | 156 | 20.0 | 3/0.8 | 38 | 70 | M/5 |
| 1.1 TXE | 114 900 | 5.7 | 133 | 18.5 | 4/1.1 | 50 | 90 | M/5 |

## J2

**VERDICT** | Still no match for small hatch establishment

| J2 | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.5 TX | 144 900 | 7.4 | 176 | 15.1 | 4/1.5 | 72 | 140 | M/5 |
| 1.5 Swag | 154 900 | 7.4 | 176 | 15.1 | 4/1.5 | 72 | 140 | M/5 |

## J3

**VERDICT** | Solid, inoffensive. Fails to convince

| J3 | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.6 TXE | 209 900 | 8.3 | 194 | n/a | 4/1.6 | 93 | 160 | M/5 |

## TIGGO

**VERDICT** | Nosejob for Christopher Robin's soft-roader

| TIGGO | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.6 TXE | 234 900 | 8.6 | 201 | n/a | 4/1.6 | 93 | 160 | M/5 |

## P10

**VERDICT** | Good attempt at a 15 seater. Lacks character

| P10 | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 2.0TCI | 289 900 | 11.0 | 263 | n/a | 4/2.0T | 125 | 235 | M/5 |

# CHEVROLET

## SPARK

**VERDICT** | Likeable new Chev 'too young' for some

| SPARK | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.2 Campus | 125 700 | 5.4 | 129 | 13.3 | 4/1.2 | 60 | 108 | M/5 |
| 1.2 Curve | 131 000 | 5.4 | 129 | 13.3 | 4/1.2 | 60 | 108 | M/5 |
| 1.2 L | 136 200 | 5.4 | 129 | 13.3 | 4/1.2 | 60 | 108 | M/5 |
| 1.2 LS | 145 300 | 5.4 | 129 | 13.3 | 4/1.2 | 60 | 108 | M/5 |
| 1.2 LT | 156 000 | 5.4 | 129 | 13.3 | 4/1.2 | 60 | 108 | M/5 |

## UTILITY

**VERDICT** | Still the benchmark despite polarising looks

| UTILITY | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.4 UteWorking Edition | 142 900 | 7.2 | 171 | 12.8 | 4/1.4 | 68 | 120 | M/5 |
| 1.4 | 148 300 | 7.2 | 171 | 12.8 | 4/1.4 | 68 | 120 | M/5 |
| 1.4 UteSurf Edition | 159 200 | 7.2 | 171 | 12.8 | 4/1.4 | 68 | 120 | M/5 |
| 1.4 Club | 172 600 | 7.2 | 171 | 12.8 | 4/1.4 | 68 | 120 | M/5 |
| 1.4 Sport | 193 700 | 7.2 | 171 | 12.8 | 4/1.4 | 68 | 120 | M/5 |
| 1.8 | 165 000 | 8.1 | 193 | 9.8 | 4/1.8 | 77 | 161 | M/5 |
| 1.8 UteSurf Edition | 170 300 | 8.1 | 193 | 9.8 | 4/1.8 | 77 | 161 | M/5 |
| 1.8 Club | 177 800 | 8.1 | 193 | 9.8 | 4/1.8 | 77 | 161 | M/5 |
| 1.8 Sport | 199 900 | 8.1 | 193 | 9.8 | 4/1.8 | 77 | 161 | M/5 |

## AVEO

**VERDICT** | Ageing fast. Stretch for a Sonic instead

| AVEO | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| hatch 1.6 L | 148 500 | 7.3 | 173 | 11.5 | 4/1.6 | 77 | 145 | M/5 |
| sedan 1.6 L | 153 300 | 7.3 | 173 | 11.6 | 4/1.6 | 77 | 145 | M/5 |
| sedan 1.6 LS | 166 000 | 7.3 | 173 | 11.6 | 4/1.6 | 77 | 145 | M/5 |
| sedan 1.6 LS auto | 180 100 | 7.7 | 184 | 12.1 | 4/1.6 | 77 | 145 | A/4 |

## SONIC

**VERDICT** | Strong, sporty style. Stronger rivals

| SONIC | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| hatch 1.6 LS | 203 800 | 6.5 | 155 | 11.3 | 4/1.6 | 85 | 155 | M/5 |
| sedan 1.6 LS | 211 900 | 6.4 | 152 | 11.3 | 4/1.6 | 85 | 155 | M/5 |
| sedan 1.6 LS auto | 222 900 | 6.9 | 164 | 11.7 | 4/1.6 | 85 | 155 | A/6 |
| hatch 1.4T RS | 241 700 | 6.6 | 155 | 9.29 | 4/1.4T | 103 | 200 | M/6 |

## CRUZE

**VERDICT** | As the name suggests, good for cruisin'

| CRUZE | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| sedan 1.6 L | 232 300 | 6.7 | 157 | 12.8 | 4/1.6 | 86 | 155 | M/5 |
| sedan 1.6 LS | 252 600 | 6.7 | 157 | 12.8 | 4/1.6 | 86 | 155 | M/5 |
| sedan 1.4T LS | 268 000 | 5.8 | 135 | 9.3 | 4/1.4T | 103 | 200 | M/6 |
| sedan 1.4T LS auto | 277 900 | 6.8 | 157 | 10.4 | 4/1.4T | 103 | 200 | A/6 |
| hatch 1.6 LS | 256 200 | 6.7 | 158 | 12.8 | 4/1.6 | 86 | 155 | M/5 |
| hatch 1.4T LS | 273 300 | 5.8 | 135 | 9.3 | 4/1.4T | 103 | 200 | M/6 |

## ORLANDO

**VERDICT** | Wagon for the stay-at-home dad

| ORLANDO | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.8 LS | 305 900 | 7.2 | 171 | 12.0 | 4/1.8 | 104 | 176 | M/5 |

## CAPTIVA

**VERDICT** | Strong on value – at this age it needs to be

| CAPTIVA | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 2.4 LT | 370 200 | 8.8 | 210 | 10.5 | 4/2.4 | 123 | 230 | M/6 |
| 2.4 LT auto | 387 900 | 8.8 | 210 | 11.0 | 4/2.4 | 123 | 230 | A/6 |
| 2.2D LT | 402 600 | 7.9 | 209 | n/a | 4/2.2TD | 135 | 400 | A/6 |

## TRAILBLAZER

**VERDICT** | More practical than King Fortuner

| TRAILBLAZER | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 2.5D LT | 439 300 | 7.4 | 195 | 11.7 | 4/2.5TD | 120 | 380 | M/6 |
| 2.8D LTZ auto | 518 700 | 9.5 | 254 | 10.6 | 4/2.8TD | 144 | 500 | A/6 |
| 2.8D 4x4 LTZ | 556 700 | 8.0 | 215 | 11.4 | 4/2.8TD | 144 | 440 | M/6 |
| 2.8D 4x4 LTZ auto | 575 500 | 9.5 | 254 | 10.6 | 4/2.8TD | 144 | 500 | A/6 |

# CHRYSLER

## GRAND VOYAGER

**VERDICT** | Grand American for grand-sized Americans

| GRAND VOYAGER | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 2.8CRD LX | 609 990 | 8.4 | 222 | 12.8 | 4/2.8TD | 120 | 360 | A/6 |
| 2.8CRD Limited | 698 990 | 8.4 | 222 | 12.8 | 4/2.8TD | 120 | 360 | A/6 |

## 300C

**VERDICT** | Bold capable exec often ignored

| 300C | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 3.6 Luxury Series | 601 990 | 9.7 | 227 | 7.7 | V6/3.6 | 210 | 340 | A/8 |
| SRT8 | 777 990 | 13.0 | 303 | 5.0 | V8/6.4 | 347 | 631 | A/5 |

# CITROËN

## C1

**VERDICT** | Price adjusted C1 now a real Up rival

| C1 | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| VTi 51kW Feel | 149 900 | 4.1 | 95 | 14.3 | 3/1.2 | 51 | 116 | M/5 |
| VTi 51kW Airscape Feel | 159 900 | 4.1 | 95 | 14.3 | 3/1.2 | 51 | 116 | M/5 |

## DS3

**VERDICT** | New headlights but still a proper Mini Cooper

| DS3 | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 60kW Design | 251 900 | 4.7 | 109 | 12.3 | 3/1.2 | 60 | 118 | M/5 |
| e-THP 81kW Style | 291 900 | 4.5 | 104 | 10.6 | 3/1.2T | 81 | 205 | M/5 |
| 88kW Style auto | 306 900 | 6.6 | 150 | 10.9 | 4/1.6 | 88 | 160 | A/4 |
| Cabrio e-THP 81kW Style | 328 900 | 4.5 | 104 | 10.7 | 3/1.2T | 81 | 205 | M/5 |
| e-THP 120kW Sport | 336 900 | 5.6 | 129 | 7.78 | 4/1.6T | 120 | 240 | M/6 |

## C4 CACTUS

**VERDICT** | Fun, comfy and bubble-wrapped cool

| C4 CACTUS | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 60kW Feel | 237 900 | 4.6 | 107 | 14.5 | 3/1.2 | 60 | 118 | M/5 |
| e-THP 81kW Feel | 269 900 | 4.7 | 107 | 9.3 | 3/1.2T | 81 | 205 | M/5 |
| e-THP 81kW Shine | 294 900 | 4.7 | 107 | 9.3 | 3/1.2T | 81 | 205 | M/5 |

## C4 PICASSO

**VERDICT** | Unusually pretty, properly sorted MPV

| C4 PICASSO | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| e-HDi 85kW Seduction | 3345 900 | 4.0 | 105 | 13.6 | 4/1.6TD | 85 | 270 | M/6 |
| e-HDi 85kW Intensive | 365 900 | 4.0 | 105 | 13.6 | 4/1.6TD | 85 | 270 | M/6 |
| e-THP 121kW Intensive | 389 900 | 5.6 | 130 | 9.3 | 4/1.6T | 121 | 240 | A/6 |

## C4 AIRCROSS

**VERDICT** | Sassy French suit can't hide Japanese roots

| C4 AIRCROSS | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 2.0i Comfort | 337 900 | 7.5 | 178 | 9.3 | 4/2.0 | 113 | 198 | M/5 |
| 2.0i Seduction auto | 360 900 | 7.6 | 180 | 10.2 | 4/2.0 | 113 | 198 | C/V |
| HDi 115 Seduction | 376 900 | 4.6 | 119 | 10.8 | 4/1.6TD | 84 | 270 | M/6 |
| HDi 115 4WD Comfort | 387 900 | 4.9 | 129 | 11.6 | 4/1.6TD | 84 | 270 | M/6 |
| 2.0i 4WD Exclusive | 410 900 | 8.1 | 191 | 10.9 | 4/2.0 | 113 | 198 | C/V |

## DISPATCH

**VERDICT** | Practical people carrier. Nothing more

| DISPATCH MULTISPACE | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| HDi 160 Comfort | 424 900 | 7.6 | 199 | 13.6 | 4/2.0TD | 120 | 340 | A/6 |

## DS5

**VERDICT** | Presidential style meets crashy ride

| DS5 | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| THP 155 Style | 438 900 | 7.3 | 169 | 9.7 | 4/1.6T | 115 | 240 | A/6 |
| THP 200 Sport | 469 900 | 6.7 | 155 | 8.2 | 4/1.6T | 147 | 275 | M/6 |
| HDi 160 Sport | 476 900 | 6.1 | 158 | 10.1 | 4/2.0TD | 120 | 340 | A/6 |

# DATSUN

## GO

**VERDICT** | Dull styling, no ABS. Airbag only on Lux model

| GO | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.2 Mid | 97 200 | 5.2 | 123 | 13.3 | 3/1.2 | 50 | 104 | M/5 |
| 1.2 Lux | 109 500 | 5.2 | 123 | 13.3 | 3/1.2 | 50 | 104 | M/5 |

# DFSK

## MINI TRUCK

**VERDICT** | Unbelievably low pricing. Warning!

| MINI TRUCK | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| K01 1.0 | 76 990 | n/a | n/a | n/a | 4/1.0 | 35 | 76 | M/5 |
| K01 1.3 | 92 990 | n/a | n/a | n/a | 4/1.3 | 58 | 103 | M/5 |
| K01 1.3 J-Car | 106 990 | n/a | n/a | n/a | 4/1.3 | 58 | 103 | M/5 |

# DODGE

## JOURNEY

**VERDICT** | Better inside, but still off course

| JOURNEY | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 3.6 R/T | 476 990 | 10.4 | 242 | n/a | V6/3.6 | 206 | 353 | A/6 |
| Crossroad 3.6 | 496 990 | 10.4 | 242 | n/a | V6/3.6 | 206 | 353 | A/6 |

# FAW

## V2

**VERDICT** | Cheap, garish and uninspiring

| V2 | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.3 DLX | 109 995 | 6.5 | 155 | n/a | 4/1.3 | 67 | 120 | M/5 |
| 1.3 #Like | 119 995 | 6.5 | 155 | n/a | 4/1.3 | 67 | 120 | M/5 |

## SIRIUS S80

**VERDICT** | Sounds grand, probably isn't

| SIRIUS S80 | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.3 Comfort | 174 995 | 7.5 | 177 | n/a | 4/1.3 | 67 | 120 | M/5 |
| 1.5 | 184 995 | 8.1 | 191 | n/a | 4/1.5 | 75 | 140 | M/5 |
| 1.5 Comfort | 189 995 | 8.1 | 191 | n/a | 4/1.5 | 75 | 140 | M/5 |

# FERRARI

## CALIFORNIA T

**VERDICT** | 'Entry-level' Ferrari a turbocharged triumph

| CALIFORNIA T | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| California T | 3 668 000 | 10.5 | 250 | 3.6 | V8/3.9T | 412 | 755 | D/7 |

## 488

**VERDICT** | More powerful, more beautiful 458

| 488 | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 488 GTB | 4 600 000 | 11.4 | 260 | 3.0 | V8/3.9T | 492 | 760 | D/7 |
| 488 Spider | TBA | 11.4 | 260 | 3.0 | V8/3.9T | 492 | 760 | D/7 |

## FF

**VERDICT** | FF for Very Fast

| FF | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| FF | 5 150 000 | 15.4 | 360 | 3.7 | V12/6.3 | 485 | 683 | D/7 |

## F12

**VERDICT** | Glorious V12, provocative body. Epic

| F12 | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| F12berlinetta | 5 979 000 | 15.0 | 350 | 3.1 | V12/6.3 | 545 | 690 | D/7 |

# FIAT

## PANDA

**VERDICT** | Fun to drive, pragmatic, cheap to run

| PANDA | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.2 Pop | 152 990 | 5.2 | 120 | 14.2 | 4/1.2 | 51 | 102 | M/5 |
| 1.2 Lounge | 169 990 | 5.2 | 120 | 15.53 | 4/1.2 | 51 | 102 | M/5 |

## 500

**VERDICT** | Majors on style and charm. Retro glamour

| 500 | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| **hatch** | | | | | | | | |
| 500 1.2 Pop | 179 900 | 5.1 | 119 | 12.9 | 4/1.2 | 51 | 102 | M/5 |
| 500 1.2 Pop auto | 188 940 | 5.0 | 115 | 13.0 | 4/1.2 | 51 | 102 | S/5 |
| 500 1.2 Lounge | 195 900 | 5.1 | 119 | 12.9 | 4/1.2 | 51 | 102 | M/5 |
| 500 1.2 Lounge auto | 204 940 | 5.0 | 115 | 13.0 | 4/1.2 | 51 | 102 | S/5 |
| 500 1.4 Lounge | 224 900 | 6.1 | 140 | 10.5 | 4/1.4 | 74 | 131 | M/6 |
| 500 1.4 Lounge auto | 233 940 | 5.8 | 135 | 10.6 | 4/1.4 | 74 | 131 | S/5 |
| 500S 1.4 | 229 900 | 6.1 | 140 | 10.5 | 4/1.4 | 74 | 131 | M/6 |
| 500S 1.4 auto | 238 940 | 5.8 | 135 | 10.6 | 4/1.4 | 74 | 131 | S/5 |
| **cabriolet** | | | | | | | | |
| 500C 1.2 Pop | 222 900 | 5.1 | 119 | 12.9 | 4/1.2 | 51 | 102 | M/5 |
| 500C 1.2 Pop auto | 231 940 | 5.0 | 115 | 13.0 | 4/1.2 | 51 | 102 | S/5 |
| 500C 1.4 Lounge | 266 900 | 6.1 | 140 | 10.5 | 4/1.4 | 74 | 131 | M/6 |
| 500C 1.4 Lounge auto | 275 940 | 5.8 | 135 | 10.6 | 4/1.4 | 74 | 131 | S/5 |
| 500S cabriolet 1.4 | 276 900 | 6.1 | 140 | 10.5 | 4/1.4 | 74 | 131 | M/6 |
| 500S cabriolet 1.4 auto | 285 940 | 5.8 | 135 | 10.6 | 4/1.4 | 74 | 131 | S/5 |

## QUBO

**VERDICT** | Postman Pat's Italian cousin. Opt for diesel

| QUBO | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.4 | 200 990 | 6.6 | 152 | 16.2 | 4/1.4 | 54 | 118 | M/5 |
| 1.3 Multijet | 225 990 | 4.4 | 115 | 16.5 | 4/1.3TD | 55 | 190 | M/5 |

## 500L

**VERDICT** | The 500 that ate *all* the pies. Good family fun

| 500L | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.4 Pop Star | 259 900 | 6.2 | 145 | 12.8 | 4/1.4 | 70 | 127 | M/6 |
| 1.4 Easy | 259 900 | 6.2 | 145 | 12.8 | 4/1.4 | 70 | 127 | M/6 |
| 1.4 Lounge | 274 900 | 6.2 | 145 | 12.8 | 4/1.4 | 70 | 127 | M/6 |
| 1.6 Multijet Lounge | 319 900 | 4.5 | 117 | 11.3 | 4/1.6TD | 77 | 320 | M/6 |
| 1.4 T-Jet Trekking | 324 400 | 7.0 | 163 | 11.0 | 4/1.4T | 88 | 215 | M/6 |

## 500X

**VERDICT** | Most middle-of-the-road Fiat yet

| 500L | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.6 Pop Star | 310 900 | 6.4 | 147 | 11.5 | 4/1.6 | 81 | 152 | M/5 |
| 1.4T Cross | 344 900 | 6.0 | 139 | 9.8 | 4/1.4T | 103 | 230 | M/6 |
| 1.4T Cross auto | 359 900 | 5.7 | 133 | 9.8 | 4/1.4T | 103 | 230 | D/6 |
| 1.4T Cross Plus | 379 900 | 6.0 | 139 | 9.8 | 4/1.4T | 103 | 230 | M/6 |
| 1.4T Cross Plus auto | 394 900 | 5.7 | 133 | 9.8 | 4/1.4T | 103 | 230 | D/6 |

## DOBLO PANORAMA

**VERDICT** | Family-friendly room with a view

| DOBLO PANORAMA | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.6 Multijet Dynamic | 323 490 | 5.5 | 145 | 13.4 | 4/1.6TD | 77 | 290 | M/6 |

# FORD

## FIGO

**VERDICT** | Less feisty old Fiesta, more global new Ka

| FIGO | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| **hatch** | | | | | | | | |
| 1.5 Ambiente | 158 900 | 5.9 | 141 | 11.8 | 4/1.5 | 82 | 136 | M/5 |
| 1.5 Trend | 167 900 | 5.9 | 141 | 11.8 | 4/1.5 | 82 | 136 | M/5 |
| 1.5 Titanium | 181 900 | 5.9 | 141 | 11.8 | 4/1.5 | 82 | 136 | M/5 |
| 1.5 Titanium auto | 203 900 | 6.0 | 142 | 12.0 | 4/1.5 | 82 | 136 | D/6 |
| 1.5TDCi Ambiente | 189 900 | 5.9 | 108 | 12.1 | 4/1.5 | 74 | 215 | M/5 |
| 1.5TDCi Trend | 199 900 | 4.1 | 108 | 12.1 | 4/1.5 | 74 | 215 | M/5 |
| **sedan** | | | | | | | | |
| 1.5 Ambiente | 160 900 | 5.9 | 141 | 11.8 | 4/1.5 | 82 | 136 | M/5 |
| 1.5 Trend | 169 900 | 5.9 | 141 | 11.8 | 4/1.5 | 82 | 136 | M/5 |
| 1.5 Titanium auto | 205 900 | 6.0 | 142 | 12.0 | 4/1.5 | 82 | 136 | D/6 |

## IKON

**VERDICT** | Nondescript shell hides reasonably good car

| IKON | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.6 Ambiente | 163 900 | 7.7 | 182 | 11.3 | 4/1.6 | 74 | 143 | M/5 |

## FIESTA

**VERDICT** | Fresh face, brilliant turbo three-pot

| FIESTA | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.4 Ambiente | 198 900 | 5.7 | 130 | 12.2 | 4/1.4 | 71 | 128 | M/5 |
| 1.4 Trend | 204 900 | 5.7 | 130 | 12.2 | 4/1.4 | 71 | 128 | M/5 |
| 1.0T Ambiente auto | 204 900 | 4.9 | 114 | 10.8 | 3/1.0T | 74 | 170 | D/6 |
| 1.0T Trend | 199 900 | 4.3 | 99 | 9.84 | 3/1.0T | 92 | 170 | M/5 |
| 1.0T Trend auto | 215 900 | 4.9 | 114 | 10.8 | 3/1.0T | 74 | 170 | D/6 |
| 1.0T Titanium | 225 900 | 4.3 | 99 | 9.4 | 3/1.0T | 92 | 170 | M/5 |
| 1.0T Titanium auto | 235 900 | 4.9 | 114 | 10.8 | 3/1.0T | 74 | 170 | D/6 |
| 1.6TDCi Ambiente | 214 900 | 3.6 | 95 | 11.7 | 4/1.6TD | 70 | 200 | M/5 |
| 1.6TDCi Trend | 221 900 | 3.6 | 95 | 11.7 | 4/1.6TD | 70 | 200 | M/5 |
| 3-door ST | 276 900 | 5.9 | 138 | 6.9 | 4/1.6T | 134 | 290 | M/6 |

## B-MAX

**VERDICT** | Good: smart cabin, goes well. Bad: van vibes

| FIESTA | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.0T Ambiente | 221 900 | 5.1 | 119 | 13.2 | 3/1.0T | 74 | 170 | M/5 |
| 1.0T Trend | 246 900 | 4.9 | 114 | 11.2 | 3/1.0T | 92 | 170 | M/5 |
| 1.0T Titanium | 271 900 | 4.9 | 114 | 11.2 | 3/1.0T | 92 | 170 | M/5 |

## ECOSPORT

**VERDICT** | More than just a Fiesta on stilts

| ECOSPORT | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.5 Ambiente | 217 900 | 6.5 | 154 | 11.6 | 4/1.5 | 82 | 138 | M/5 |
| 1.0T Trend | 249 900 | 5.7 | 131 | 12.7 | 3/1.0T | 92 | 170 | M/5 |
| 1.0T Titanium | 270 900 | 5.7 | 131 | 12.09 | 3/1.0T | 92 | 170 | M/5 |
| 1.5TDCi Trend | 253 900 | 4.5 | 125 | 14.5 | 4/1.5TD | 66 | 205 | M/5 |
| 1.5TDCi Titanium | 274 900 | 4.5 | 125 | 14.5 | 4/1.5TD | 66 | 205 | M/5 |
| 1.5 Titanium auto | 274 900 | 6.5 | 154 | 13.4 | 4/1.5 | 82 | 138 | D/6 |

## FOCUS

**VERDICT** | Plays golf better than you think

| FOCUS | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| **sedan** | | | | | | | | |
| 1.0T Ambiente | 219 900 | 5.0 | 116 | 11.1 | 3/1.0T | 92 | 170 | M/6 |
| 1.0T Trend | 237 900 | 5.0 | 116 | 11.1 | 3/1.0T | 92 | 170 | M/6 |
| 1.5T Trend | 272 900 | 5.6 | 128 | 8.7 | 4/1.5T | 132 | 240 | M/6 |
| 1.5T Trend auto | 287 900 | 6.1 | 140 | 9.0 | 4/1.5T | 132 | 240 | A/6 |
| **hatch** | | | | | | | | |
| 1.0T Ambiente | 224 900 | 5.0 | 116 | 11.1 | 3/1.0T | 92 | 170 | M/6 |
| 1.0T Trend | 242 900 | 5.0 | 116 | 11.1 | 3/1.0T | 92 | 170 | M/6 |
| 1.5T Trend | 278 900 | 5.5 | 127 | 8.6 | 4/1.5T | 132 | 240 | M/6 |
| 1.5T Trend auto | 292 900 | 6.1 | 140 | 8.9 | 4/1.5T | 132 | 240 | A/6 |
| ST 1 | 381 900 | 6.8 | 159 | 6.5 | 4/2.0T | 184 | 360 | M/6 |
| ST 3 | 421 900 | 6.8 | 159 | 6.5 | 4/2.0T | 184 | 360 | M/6 |

## TOURNEO CONNECT

**VERDICT** | Great van for more than just Blue Oval fans

| TOURNEO CONNECT | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| **Tourneo Connect** | | | | | | | | |
| 1.0T Ambiente | 273 900 | 5.6 | 129 | n/a | 3/1.0T | 74 | 170 | M/6 |
| 1.0T Trend | 283 900 | 5.6 | 129 | n/a | 3/1.0T | 74 | 170 | M/6 |
| **Grand Tourneo Connect** | | | | | | | | |
| 1.6T Titanium auto | 363 900 | 8.0 | 184 | n/a | 4/1.6T | 110 | 240 | A/6 |
| 1.6TDCi Titanium | 371 900 | 4.9 | 130 | n/a | 4/1.6TD | 85 | 285 | M/6 |

## RANGER

**VERDICT** | The segment's new top dog

| RANGER | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 2.5 | 212 900 | 10.8 | 257 | n/a | 4/2.5 | 122 | 226 | M/5 |
| 2.2 | 224 900 | 6.6 | 172 | n/a | 4/2.2TD | 88 | 285 | M/5 |
| 2.2 Hi-Rider XL | 284 900 | 6.9 | 182 | n/a | 4/2.2TD | 118 | 385 | M/6 |
| 2.2 4x4 XL | 341 900 | 6.9 | 182 | n/a | 4/2.2TD | 118 | 385 | M/6 |
| 2.2 Hi-Rider XLS | 342 900 | 6.9 | 182 | n/a | 4/2.2TD | 118 | 385 | M/6 |
| 2.2 4x4 XL-Plus | 365 900 | 6.9 | 182 | n/a | 4/2.2TD | 118 | 385 | M/6 |
| 2.2 4x4 XLS | 399 900 | 6.9 | 182 | n/a | 4/2.2TD | 118 | 385 | M/6 |
| 3.2 Hi-Rider XLS | 379 900 | 8.2 | 217 | n/a | 5/3.2TD | 147 | 470 | M/6 |
| 3.2 4x4 XLS | 436 900 | 8.3 | 218 | n/a | 5/3.2TD | 147 | 470 | M/6 |
| **Super Cab** | | | | | | | | |
| 2.2 Hi-Rider | 254 900 | 6.9 | 182 | n/a | 4/2.2TD | 88 | 285 | M/5 |
| 2.2 Hi-Rider XL | 335 900 | 6.9 | 182 | n/a | 4/2.2TD | 118 | 385 | M/6 |
| 2.2 4x4 XL | 392 900 | 6.9 | 182 | n/a | 4/2.2TD | 118 | 385 | M/6 |
| 3.2 Hi-Rider XLS | 399 900 | 8.2 | 217 | n/a | 5/3.2TD | 147 | 470 | M/6 |
| 3.2 4x4 XLS | 456 900 | 8.3 | 218 | n/a | 5/3.2TD | 147 | 470 | M/6 |
| 3.2 4x4 XLT auto | 499 900 | 8.8 | 230 | n/a | 5/3.2TD | 147 | 470 | A/6 |
| **double cab** | | | | | | | | |
| 2.2 Hi-Rider | 284 900 | 6.9 | 182 | n/a | 4/2.2TD | 88 | 285 | M/5 |
| 2.2 Hi-Rider XL | 339 900 | 6.9 | 182 | n/a | 4/2.2TD | 118 | 385 | M/6 |
| 2.2 4x4 XL | 396 900 | 6.9 | 182 | n/a | 4/2.2TD | 118 | 385 | M/6 |
| 2.2 Hi-Rider XLS | 428 900 | 6.9 | 182 | n/a | 4/2.2TD | 118 | 385 | M/6 |
| 2.2 4x4 XL-Plus | 419 900 | 6.9 | 182 | n/a | 4/2.2TD | 118 | 385 | M/6 |
| 2.2 4x4 XLS | 485 900 | 6.9 | 182 | n/a | 4/2.2TD | 118 | 385 | M/6 |
| 2.2 Hi-Rider XLT | 458 900 | 6.9 | 182 | n/a | 4/2.2TD | 118 | 385 | M/6 |
| 3.2 Hi-Rider XLT | 497 900 | 8.2 | 217 | n/a | 5/3.2TD | 147 | 470 | M/6 |
| 3.2 Hi-Rider XLT auto | 509 900 | 8.5 | 225 | n/a | 5/3.2TD | 147 | 470 | A/6 |
| 3.2 4x4 XLT | 554 900 | 8.3 | 218 | n/a | 5/3.2TD | 147 | 470 | M/6 |
| 3.2 4x4 XLT auto | 566 900 | 9.0 | 236 | n/a | 5/3.2TD | 147 | 470 | A/6 |
| 3.2 Hi-Rider Wildtrak | 526 900 | 8.2 | 217 | n/a | 5/3.2TD | 147 | 470 | M/6 |
| 3.2 Hi-Rider Wildtrak auto | 537 900 | 8.5 | 225 | n/a | 5/3.2TD | 147 | 470 | A/6 |
| 3.2 4x4 Wildtrak auto | 596 900 | 9.0 | 236 | n/a | 5/3.2TD | 147 | 470 | A/6 |

## KUGA

**VERDICT** | Chunkier, taller, more useful Focus

| KUGA | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.5T Ambiente | 329 900 | 6.6 | 154 | 9.7 | 4/1.5T | 110 | 240 | M/6 |
| 1.5T Ambiente auto | 344 900 | 7.0 | 162 | 9.9 | 4/1.5T | 132 | 240 | A/6 |
| 1.5T Trend | 366 900 | 6.6 | 154 | 9.7 | 4/1.5T | 110 | 240 | M/6 |
| 1.5T Trend auto | 380 900 | 7.0 | 162 | 9.9 | 4/1.5T | 132 | 240 | A/6 |
| 1.5T AWD Trend | 408 900 | 7.7 | 179 | 10.1 | 4/1.5T | 132 | 240 | A/6 |
| 2.0TDCi AWD Trend | 434 900 | 6.2 | 162 | 10.4 | 4/2.0TD | 132 | 400 | D/6 |
| 2.0T AWD Titanium | 449 900 | 8.8 | 204 | 7.8 | 4/2.0T | 177 | 240 | A/6 |
| 2.0TDCi AWD Titanium | 469 900 | 6.2 | 162 | 10.4 | 4/2.0TD | 132 | 400 | D/6 |

## FUSION

**VERDICT** | New 'Mondeo' has been worth the wait

| FUSION | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.5T Trend | 349 900 | 7.4 | 173 | 9.2 | 4/1.5T | 132 | 240 | A/6 |
| 2.0T Trend | 369 900 | 7.5 | 174 | 8.7 | 4/2.0T | 149 | 300 | A/6 |
| 2.0T Titanium | 424 900 | 8.5 | 187 | 7.7 | 4/2.0T | 177 | 340 | A/6 |
| 2.0TDCi Titanium | 449 900 | 5.1 | 124 | 8.6 | 4/2.0TD | 132 | 400 | D/6 |

## TOURNEO CUSTOM

**VERDICT** | Fun-to-drive 8-seater. The new bus to beat

| TOURNEO CUSTOM | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 2.2TDCi SWB Ambiente | 443 900 | 6.5 | 172 | n/a | 4/2.2TD | 74 | 310 | M/6 |
| 2.2TDCi LWB Ambiente | 449 900 | 6.5 | 172 | n/a | 4/2.2TD | 74 | 310 | M/6 |
| 2.2TDCi SWB Trend | 464 900 | 6.5 | 172 | n/a | 4/2.2TD | 92 | 350 | M/6 |
| 2.2TDCi LWB Trend | 469 900 | 6.5 | 172 | n/a | 4/2.2TD | 92 | 350 | M/6 |
| 2.2TDCi SWB Limited | 510 900 | 6.5 | 172 | n/a | 4/2.2TD | 114 | 385 | M/6 |

## EVEREST

**VERDICT** | As good as we expected, just much costlier

| EVEREST | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 3.2 4WD XLT | 593 900 | 8.2 | 217 | 11.6 | 5/3.2TD | 147 | 470 | A/6 |
| 3.2 4WD Limited | 646 900 | 8.2 | 217 | 11.6 | 5/3.2TD | 147 | 470 | A/6 |

# FOTON

## THUNDA

**VERDICT** | Bare essentials bakkie

| THUNDA | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 2.2 V | 139 950 | n/a | n/a | n/a | 4/2.2 | 76 | 193 | M/5 |
| 2.2 CV | 149 950 | n/a | n/a | n/a | 4/2.2 | 76 | 193 | M/5 |
| 2.8TD CV | 179 950 | n/a | n/a | n/a | 4/2.8TD | 68 | 202 | M/5 |
| 2.2 double cab CV | 184 950 | n/a | n/a | n/a | 4/2.2 | 76 | 193 | M/5 |
| 2.8TD double cab XV | 205 950 | n/a | n/a | n/a | 4/2.8TD | 68 | 202 | M/5 |

## TUNLAND

**VERDICT** | Best Chinese bakkie yet. Thanks Cummins

| TUNLAND | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 2.8 on-road Comfort | 204 950 | 8.0 | 212 | n/a | 4/2.8TD | 96 | 280 | M/5 |
| 2.8 off-road Comfort | 244 950 | 8.0 | 212 | n/a | 4/2.8TD | 96 | 280 | M/5 |
| 2.8 off-road Luxury | 254 950 | 8.0 | 212 | n/a | 4/2.8TD | 96 | 280 | M/5 |
| **double cab** | | | | | | | | |
| 2.8 off-road Comfort | 299 950 | 8.3 | 219 | 13.5 | 4/2.8TD | 120 | 360 | M/5 |
| 2.8 off-road Luxury | 319 950 | 8.3 | 219 | 13.5 | 4/2.8TD | 120 | 360 | M/5 |
| 2.8 4x4 Comfort | 384 950 | 8.3 | 219 | 13.5 | 4/2.8TD | 120 | 360 | M/5 |
| 2.8 4x4 Luxury | 404 950 | 8.3 | 219 | 13.5 | 4/2.8TD | 120 | 360 | M/5 |

# GEELY

## LC

**VERDICT** | Attractively priced Botox disaster

| LC | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.0 GC2 GS | 92 990 | 6.2 | 140 | n/a | 3/1.0 | 50 | 88 | M/5 |
| 1.3 GL | 99 990 | 6.9 | 164 | 14.0 | 4/1.3 | 63 | 110 | M/5 |

## LC CROSS

**VERDICT** | Just like an LC, but less happy-faced

| LC CROSS | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.3 GL | 109 990 | 6.9 | 164 | 14.0 | 4/1.3 | 63 | 110 | M/5 |
| 1.5 GX2 GL | 112 900 | 7.3 | 169 | n/a | 4/1.5 | 75 | 136 | M/5 |

## MK

**VERDICT** | Bargain motoring

| MK | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| hatch 1.5 GL | 99 990 | 7.7 | 178 | n/a | 4/1.5 | 69 | 128 | M/5 |
| sedan 1.5 GL | 104 990 | 7.7 | 178 | n/a | 4/1.5 | 69 | 128 | M/5 |

## EMGRAND 7

**VERDICT** | A cheaper sedan for the family man

| EMGRAND 7 | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.8 GL Luxury | 164 990 | 7.6 | 180 | 10.9 | 4/1.8 | 102 | 172 | M/5 |
| 1.8 GT Executive | 174 990 | 7.6 | 180 | 10.9 | 4/1.8 | 102 | 172 | M/5 |

# GWM

## M4

**VERDICT** | Chunkier ghost of old Florid Cross

| M4 | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.5 | 189 900 | 7.2 | 172 | n/a | 4/1.5 | 71 | 138 | M/5 |

## STEED 5

**VERDICT** | One of the better Chinese bakkies

| STEED 5 | PRICE | L/100 | CO2 | 0-100 | CYL/CC | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 2.2L Workhorse | 162 900 | 9.7 | 229 | n/a | 4/2.2 | 78 | 190 | M/5 |
| 2.4L Lux | 189 900 | 10.7 | 251 | n/a | 4/2.4 | 100 | 200 | M/5 |
| 2.4L 4x4 Lux | 219 900 | 10.7 | 251 | n/a | 4/2.4 | 100 | 200 | M/5 |
| 2.0WGT | 199 900 | 8.1 | 214 | n/a | 4/2.0TD | 78 | 225 | M/5 |
| 2.0VGT Lux | 229 900 | 8.3 | 220 | n/a | 4/2.0TD | 110 | 310 | M/6 |
| 2.0VGT 4x4 Lux | 259 900 | 8.3 | 220 | n/a | 4/2.0TD | 110 | 310 | M/6 |
| **double cab** | | | | | | | | |
| 2.2L Lux | 184 900 | 10.2 | 240 | n/a | 4/2.2 | 78 | 190 | M/5 |
| 2.0WGT SX | 229 900 | 9.3 | 245 | n/a | 4/2.0TD | 78 | 225 | M/5 |
| 2.4L Lux | 214 900 | 10.7 | 251 | n/a | 4/2.4 | 100 | 200 | M/5 |
| 2.4L 4x4 Lux | 239 900 | 10.7 | 251 | n/a | 4/2.4 | 100 | 200 | M/5 |
| 2.0VGT Lux | 259 900 | 8.3 | 220 | n/a | 4/2.0TD | 110 | 310 | M/6 |
| 2.0VGT 4x4 Lux | 289 900 | 8.3 | 220 | n/a | 4/2.0TD | 110 | 310 | M/6 |

## C50T

**VERDICT** | Pricey, turbocharged Chinese Corolla

| C50T | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.5T Lux | 209 900 | 7.4 | 173 | 10.0 | 4/1.5T | 98 | 188 | M/5 |
| 1.5T Elite | 219 900 | 7.4 | 173 | 10.0 | 4/1.5T | 98 | 188 | M/5 |

## STEED 5E

**VERDICT** | Improves with each new iteration

| STEED 5E | PRICE | L/100 | CO2 | 0-100 | CYL/CC | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| **double cab** | | | | | | | | |
| 2.4 SX | 239 900 | 10.7 | 251 | n/a | 4/2.4 | 93 | 200 | M/5 |
| 2.4 Xscape | 256 900 | 10.7 | 251 | n/a | 4/2.4 | 93 | 200 | M/5 |
| 2.0VGT SX | 269 900 | 8.3 | 220 | n/a | 4/2.0TD | 105 | 305 | M/6 |
| 2.0VGT Xscape | 289 900 | 8.3 | 220 | n/a | 4/2.0TD | 105 | 305 | M/6 |

## H5

**VERDICT** | Facelifted Hover gains traction for the brand

| H5 | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 2.4 City | 244 900 | 10.3 | 242 | n/a | 4/2.4 | 100 | 200 | M/5 |
| 2.4 Lux | 249 900 | 10.3 | 242 | n/a | 4/2.4 | 100 | 200 | M/5 |
| 2.4 Lux 4x4 | 269 900 | 10.3 | 242 | n/a | 4/2.4 | 100 | 200 | M/5 |
| 2.0VGT Lux | 284 900 | 7.6 | 199 | n/a | 4/2.0TD | 110 | 310 | M/6 |
| 2.0VGT Lux auto | 319 900 | 9.2 | 240 | n/a | 4/2.0TD | 110 | 310 | A/5 |
| 2.0VGT Lux 4x4 | 319 900 | 7.6 | 199 | n/a | 4/2.0TD | 110 | 310 | M/6 |
| 2.0VGT Lux 4x4 auto | 339 900 | 9.2 | 240 | n/a | 4/2.0TD | 110 | 310 | A/5 |

## STEED 6

**VERDICT** | Steed gets dressed up for the rodeo

| STEED 6 | PRICE | L/100 | CO2 | 0-100 | CYL/CC | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| **double cab** | | | | | | | | |
| 2.0VGT SX | 299 900 | 8.3 | 220 | n/a | 4/2.0TD | 105 | 305 | M/6 |
| 2.0VGT Xscape | 329 900 | 8.3 | 220 | n/a | 4/2.0TD | 105 | 305 | M/6 |

# HONDA

## BRIO

**VERDICT** | Spirited tot is surprisingly competent

| BRIO | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| **hatch** | | | | | | | | |
| 1.2 Trend | 137 500 | 5.6 | 133 | 12.2 | 4/1.2 | 65 | 109 | M/5 |
| 1.2 Comfort | 150 900 | 5.6 | 133 | 11.56 | 4/1.2 | 65 | 109 | M/5 |
| 1.2 Comfort auto | 163 900 | 6.3 | 150 | 14.7 | 4/1.2 | 65 | 109 | A/5 |
| **Amaze sedan** | | | | | | | | |
| 1.2 Trend | 150 100 | 6.1 | 147 | 12.4 | 4/1.2 | 65 | 109 | M/5 |
| 1.2 Comfort | 160 800 | 6.1 | 147 | 12.4 | 4/1.2 | 65 | 109 | M/5 |
| 1.2 Comfort auto | 173 800 | 6.9 | 167 | 15.7 | 4/1.2 | 65 | 109 | A/5 |

## MOBILIO

**VERDICT** | A Brio for (much) larger families

| MOBILIO | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.5 Trend | 191 700 | 6.1 | 147 | 10.8 | 4/1.5 | 88 | 145 | M/5 |
| 1.5 Comfort | 212 000 | 6.1 | 147 | 10.8 | 4/1.5 | 88 | 145 | M/5 |
| 1.5 Comfort auto | 228 400 | 6.0 | 144 | 11.3 | 4/1.5 | 88 | 145 | C/V |

## JAZZ

**VERDICT** | No great advance over popular predecessor

| JAZZ | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.2 Trend | 189 000 | 5.6 | 135 | 13.5 | 4/1.2 | 66 | 110 | M/5 |
| 1.2 Comfort | 215 200 | 5.6 | 135 | 13.6 | 4/1.2 | 66 | 110 | M/5 |
| 1.2 Comfort auto | 232 700 | 5.6 | 136 | 14.3 | 4/1.2 | 66 | 110 | C/V |
| 1.5 Elegance | 246 700 | 6.0 | 143 | 9.9 | 4/1.5 | 88 | 145 | M/5 |
| 1.5 Elegance auto | 261 700 | 5.8 | 140 | 10.6 | 4/1.5 | 88 | 145 | C/V |
| 1.5 Dynamic | 262 400 | 6.0 | 143 | 10.49 | 4/1.5 | 88 | 145 | M/5 |
| 1.5 Dynamic auto | 277 400 | 5.8 | 140 | 10.7 | 4/1.5 | 88 | 145 | C/V |

## BALLADE

**VERDICT** | Badge still better than the car

| BALLADE | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.5 Trend | 213 000 | 5.9 | 140 | 9.6 | 4/1.5 | 88 | 145 | M/5 |
| 1.5 Trend auto | 228 000 | 5.8 | 137 | 11.1 | 4/1.5 | 88 | 145 | C/V |
| 1.5 Elegance | 241 800 | 5.9 | 140 | 9.6 | 4/1.5 | 88 | 145 | M/5 |
| 1.5 Elegance auto | 256 800 | 5.8 | 137 | 11.1 | 4/1.5 | 88 | 145 | C/V |
| 1.5 Executive | 258 000 | 5.9 | 140 | 9.6 | 4/1.5 | 88 | 145 | M/5 |
| 1.5 Executive auto | 273 000 | 5.8 | 137 | 11.1 | 4/1.5 | 88 | 145 | C/V |

## CIVIC

**VERDICT** | Drives well, but not outstandingly so

| CIVIC | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| **sedan** | | | | | | | | |
| 1.8 Elegance | 317 700 | 6.7 | 160 | 8.6 | 4/1.8 | 104 | 174 | M/5 |
| 1.8 Elegance auto | 332 700 | 6.6 | 157 | 10.5 | 4/1.8 | 104 | 174 | A/5 |
| 1.8 Executive | 329 900 | 6.7 | 160 | 8.8 | 4/1.8 | 104 | 174 | M/5 |
| 1.8 Executive auto | 344 900 | 6.6 | 157 | 10.5 | 4/1.8 | 104 | 174 | A/5 |
| **hatch** | | | | | | | | |
| 1.8 Elegance | 302 900 | 6.1 | 146 | 9.1 | 4/1.8 | 104 | 174 | M/6 |
| 1.8 Elegance auto | 317 900 | 6.5 | 155 | 10.9 | 4/1.8 | 104 | 174 | A/5 |
| 1.8 Executive | 329 900 | 6.3 | 150 | 9.57 | 4/1.8 | 104 | 174 | M/6 |
| 1.8 Executive auto | 344 900 | 6.5 | 155 | 11.3 | 4/1.8 | 104 | 174 | A/5 |
| Type R | TBA | 7.3 | 170 | 5.88 | 4/2.0T | 228 | 400 | M/6 |
| **Tourer** | | | | | | | | |
| 1.8 Executive | 385 500 | 6.6 | 157 | 9.5 | 4/1.8 | 104 | 174 | M/6 |
| 1.8 Executive auto | 400 500 | 6.7 | 160 | 11.3 | 4/1.8 | 104 | 174 | A/5 |

## HR-V

**VERDICT** | Promising but pricey, and CVT-only for now

| HR-V | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.5 Comfort | 305 800 | 6.2 | 147 | 12.0 | 4/1.5 | 88 | 145 | C/V |
| 1.8 Elegance | 361 900 | 6.8 | 162 | 10.1 | 4/1.8 | 105 | 172 | C/V |

## CR-Z
**VERDICT** | Likeable but compromised hybrid

| CR-Z | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| Hybrid | 391 800 | 5.2 | 124 | 9.4 | 4/1.5e | 101e | 190e | M/6 |
| Hybrid auto | 406 800 | 4.9 | 117 | 9.9 | 4/1.5e | 101e | 190e | C/V |

## CR-V
**VERDICT** | More polish for popular soft-roader

| CR-V | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 2.0 Comfort | 362 900 | 7.7 | 182 | 10.0 | 4/2.0 | 114 | 192 | M/6 |
| 2.0 Comfort auto | 377 900 | 7.6 | 181 | 12.4 | 4/2.0 | 114 | 192 | A/5 |
| 2.0 Elegance | 412 100 | 7.7 | 182 | 10.0 | 4/2.0 | 114 | 192 | M/6 |
| 2.0 Elegance auto | 427 100 | 7.6 | 181 | 12.4 | 4/2.0 | 114 | 192 | A/5 |
| 2.4 Executive AWD | 531 100 | 8.6 | 203 | 10.38 | 4/2.4 | 140 | 220 | A/5 |
| 2.4 Exclusive AWD | 568 800 | 8.6 | 203 | 11.1 | 4/2.4 | 140 | 220 | A/5 |

## ACCORD
**VERDICT** | Mid-size American luxury from Japan

| ACCORD | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 2.0 Elegance | 424 600 | 7.5 | 178 | 11.7 | 4/2.0 | 114 | 190 | A/5 |
| 2.4 Executive | 490 100 | 8.1 | 192 | 10.6 | 4/2.4 | 132 | 225 | A/5 |
| 3.5 V6 Exclusive | 599 200 | 9.2 | 217 | 7.01 | V6/3.5 | 207 | 339 | A/6 |

# HYUNDAI

## i10
**VERDICT** | Not quite as grand a gem as it once was

| i10 | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.1 Motion | 137 400 | 4.8 | 114 | 15.2 | 4/1.1 | 50 | 99 | M/5 |
| 1.1 Motion auto | 150 400 | 5.7 | 135 | 17.1 | 4/1.1 | 50 | 99 | A/4 |

## GRAND i10
**VERDICT** | Terrible name, decent little car

| GRAND i10 | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.25 Motion | 157 900 | 5.9 | 130 | 12.7 | 4/1.2 | 64 | 120 | M/5 |
| 1.25 Fluid | 170 900 | 5.9 | 130 | 11.1 | 4/1.2 | 64 | 120 | M/5 |
| 1.25 Fluid auto | 180 900 | 6.9 | 147 | 14.2 | 4/1.2 | 64 | 120 | A/4 |

## i20
**VERDICT** | Feels just like the old car in a new suit

| i20 | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.2 Motion | 195 900 | 5.9 | 140 | 13.6 | 4/1.2 | 61 | 115 | M/5 |
| 1.2 Fluid | 206 400 | 5.9 | 140 | 13.6 | 4/1.2 | 61 | 115 | M/5 |
| 1.4 Fluid | 219 400 | 6.5 | 147 | 11.4 | 4/1.4 | 74 | 133 | M/6 |
| 1.4 Fluid auto | 229 400 | 7.5 | 160 | 13.2 | 4/1.4 | 74 | 133 | A/4 |
| 1.4 N Series | 239 000 | 6.5 | 147 | n/a | 4/1.4 | 85 | 160 | M/6 |

## ACCENT
**VERDICT** | Small sedan buyer: this is money well spent

| ACCENT | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| sedan 1.6 Motion | 218 900 | 6.1 | 145 | 10.2 | 4/1.6 | 91 | 156 | M/6 |
| sedan 1.6 Fluid | 235 900 | 6.1 | 145 | 10.2 | 4/1.6 | 91 | 156 | M/6 |
| sedan 1.6 Fluid auto | 246 900 | 6.4 | 151 | 11.4 | 4/1.6 | 91 | 156 | A/4 |
| sedan 1.6 Glide | 250 900 | 6.1 | 145 | 10.2 | 4/1.6 | 91 | 156 | M/6 |
| sedan 1.6 Glide auto | 260 900 | 6.4 | 151 | 11.4 | 4/1.6 | 91 | 156 | A/4 |
| hatch 1.6 Fluid | 246 900 | 6.4 | 152 | 10.2 | 4/1.6 | 91 | 156 | M/6 |
| hatch 1.6 Fluid auto | 256 900 | 6.8 | 161 | 11.4 | 4/1.6 | 91 | 156 | A/4 |

## ELANTRA
**VERDICT** | Being outshone by turbocharged rivals

| ELANTRA | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.6 Premium | 276 900 | 6.4 | 152 | 10.1 | 4/1.6 | 96 | 157 | M/6 |
| 1.6 Premium auto | 291 900 | 6.9 | 163 | 11.6 | 4/1.6 | 96 | 157 | A/6 |
| 1.6 Executive | 286 900 | 6.4 | 152 | 10.1 | 4/1.6 | 96 | 157 | M/6 |
| 1.6 Executive auto | 301 900 | 6.9 | 163 | 11.6 | 4/1.6 | 96 | 157 | A/6 |

## i30
**VERDICT** | Korea scrapes into the Golf-class A-list

| i30 | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.6 Premium | 295 900 | 6.4 | 152 | 10.5 | 4/1.6 | 95 | 157 | M/6 |
| 1.6 Premium auto | 316 900 | 6.8 | 173 | 11.5 | 4/1.6 | 95 | 157 | A/6 |
| 1.8 Executive | 316 900 | 6.5 | 157 | 9.7 | 4/1.8 | 110 | 178 | M/6 |

## VELOSTER
**VERDICT** | Oddly attractive 2+1 door coupe hatch

| VELOSTER | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.6 Executive | 308 900 | 6.8 | 163 | 9.7 | 4/1.6 | 103 | 167 | M/6 |
| 1.6 Executive auto | 328 900 | 6.8 | 161 | 10.3 | 4/1.6 | 103 | 167 | D/6 |
| Turbo Elite | 390 400 | 7.2 | 171 | 7.8 | 4/1.6T | 150 | 265 | M/6 |
| Turbo Elite auto | 410 900 | 6.9 | 165 | 7.3 | 4/1.6T | 150 | 265 | D/7 |

## ix35
**VERDICT** | Still good but imminent Tucson even better

| ix35 | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 2.0 Premium | 349 900 | 8.5 | 201 | 10.7 | 4/2.0 | 116 | 192 | M/6 |
| 2.0 Premium Special Edition | 370 900 | 8.5 | 201 | 10.7 | 4/2.0 | 116 | 192 | M/6 |
| 2.0 Premium auto | 365 900 | 8.9 | 207 | 11.5 | 4/2.0 | 116 | 192 | A/6 |
| 2.0 Premium auto Special Edition | 386 900 | 8.9 | 207 | 11.5 | 4/2.0 | 116 | 192 | A/6 |
| 1.7CRDi Premium | 376 900 | 5.3 | 139 | 12.4 | 4/1.7TD | 85 | 260 | M/6 |
| 1.7CRDi Premium Special Edition | 396 900 | 5.3 | 139 | 12.4 | 4/1.7TD | 85 | 260 | M/6 |
| 2.0 Executive | 391 900 | 8.5 | 204 | 10.7 | 4/2.0 | 116 | 192 | M/6 |
| 2.0 Executive Special Edition | 406 900 | 8.5 | 204 | 10.7 | 4/2.0 | 116 | 192 | M/6 |
| 2.0 Elite | 416 900 | 8.8 | 200 | 11.5 | 4/2.0 | 116 | 192 | A/6 |
| 2.0 Elite Special Edition | 431 900 | 8.8 | 200 | 11.5 | 4/2.0 | 116 | 192 | A/6 |
| 2.0CRDi Elite | 447 900 | 6.5 | 170 | 9.4 | 4/2.0TD | 130 | 383 | M/6 |
| 2.0CRDi Elite Special Edition | 467 900 | 6.5 | 170 | 9.4 | 4/2.0TD | 130 | 383 | M/6 |
| 2.0CRDi 4WD Elite | 509 900 | 7.2 | 190 | 9.8 | 4/2.0TD | 130 | 392 | A/6 |
| 2.0CRDi 4WD Elite Special Edition | 529 900 | 7.2 | 190 | 9.8 | 4/2.0TD | 130 | 392 | A/6 |

## H-1
**VERDICT** | Nine seats plus room for the luggage

| H-1 | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 2.4 wagon GLS | 453 900 | 10.2 | 241 | 13.11 | 4/2.4 | 126 | 224 | M/5 |
| 2.5CRDi wagon GLS | 535 900 | 9.8 | 260 | 14.5 | 4/2.5TD | 120 | 392 | A/5 |

## SANTA FE
**VERDICT** | Impressive, attractive... and pricey

| SANTA FE | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 2.2CRDi Elite | 659 900 | 8.0 | 198 | 9.8 | 4/2.2TD | 145 | 436 | A/6 |
| 2.2CRDi 4WD Elite | 699 900 | 8.3 | 206 | 10.0 | 4/2.2TD | 145 | 436 | A/6 |

# INFINITI

## Q50
**VERDICT** | Brave tech, decent spec. C-Class whips it

| Q50 | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 2.2d | 439 500 | 4.8 | 125 | 8.7 | 4/2.2TD | 125 | 400 | M/6 |
| 2.0T Premium | 459 500 | 7.0 | 162 | 7.2 | 4/2.0T | 155 | 350 | A/7 |
| 2.0T Sport | 482 000 | 7.0 | 162 | 7.2 | 4/2.0T | 155 | 350 | A/7 |
| 2.2d Premium | 483 000 | 5.0 | 133 | 8.5 | 4/2.2TD | 125 | 400 | A/7 |
| 2.2d Sport | 509 500 | 5.0 | 133 | 8.5 | 4/2.2TD | 125 | 400 | A/7 |
| S Hybrid | 614 500 | 6.8 | 159 | 5.1 | V6/3.5e | 261e | 536e | D/7 |
| S Hybrid AWD | 639 500 | 7.2 | 169 | 5.4 | V6/3.5e | 261e | 536e | D/7 |

## QX50
**VERDICT** | Swoopily styled crossover, loaded with kit

| QX50 | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 3.0d | 596 949 | 8.5 | 224 | 7.9 | V6/3.0TD | 175 | 550 | A/7 |
| 3.0d GT | 637 824 | 8.5 | 224 | 7.9 | V6/3.0TD | 175 | 550 | A/7 |
| 3.0d GT Premium | 679 230 | 8.5 | 224 | 8.42 | V6/3.0TD | 175 | 550 | A/7 |
| 3.7 GT | 629 070 | 12.2 | 288 | 6.4 | V6/3.7 | 235 | 360 | A/7 |
| 3.7 GT Premium | 670 476 | 12.2 | 288 | 6.4 | V6/3.7 | 235 | 360 | A/7 |

## Q60
**VERDICT** | 370Z's more genteel cousin

| Q60 | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| coupé 3.7 GT | 618 687 | 11.4 | 268 | 5.9 | V6/3.7 | 235 | 360 | A/7 |
| coupé 3.7 S | 641 270 | 11.4 | 268 | 5.9 | V6/3.7 | 235 | 360 | A/7 |
| coupé 3.7 S Premium | 674 569 | 11.4 | 268 | 5.9 | V6/3.7 | 235 | 360 | A/7 |
| cabrio 3.7 GT Premium | 701 687 | 11.4 | 268 | 6.4 | V6/3.7 | 235 | 360 | A/7 |

## Q70
**VERDICT** | 'Interestingly' styled, superbly built

| Q70 | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 3.7 GT | 651 154 | 10.2 | 235 | 6.2 | V6/3.7 | 235 | 360 | A/7 |
| 3.7 GT Premium | 708 205 | 10.2 | 235 | 6.2 | V6/3.7 | 235 | 360 | A/7 |
| 3.7 S Premium | 732 426 | 10.2 | 235 | 6.2 | V6/3.7 | 235 | 360 | A/7 |
| 3.0d GT | 672 539 | 7.5 | 199 | 6.9 | V6/3.0TD | 175 | 550 | A/7 |
| 3.0d GT Premium | 729 590 | 7.5 | 199 | 6.9 | V6/3.0TD | 175 | 550 | A/7 |
| 3.0d S | 696 759 | 7.5 | 199 | 6.9 | V6/3.0TD | 175 | 550 | A/7 |
| 3.0d S Premium | 753 810 | 7.5 | 199 | 6.9 | V6/3.0TD | 175 | 550 | A/7 |

## QX70
**VERDICT** | 'Hollywood' SUV: puts on a great show

| QX70 | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 3.7 GT | 734 000 | 12.3 | 291 | 6.8 | V6/3.7 | 235 | 360 | A/7 |
| 3.7 GT Premium | 794 000 | 12.3 | 291 | 6.8 | V6/3.7 | 235 | 360 | A/7 |
| 3.7 S | 779 000 | 12.3 | 291 | 6.8 | V6/3.7 | 235 | 360 | A/7 |
| 3.7 S Premium | 839 000 | 12.3 | 291 | 6.8 | V6/3.7 | 235 | 360 | A/7 |
| 3.7 S Black | 852 500 | 12.3 | 291 | 6.8 | V6/3.7 | 235 | 360 | A/7 |
| 3.0d GT | 765 500 | 9.0 | 238 | 8.3 | V6/3.0TD | 175 | 550 | A/7 |
| 3.0d GT Premium | 816 500 | 9.0 | 238 | 8.3 | V6/3.0TD | 175 | 550 | A/7 |
| 3.0d S | 801 500 | 9.0 | 238 | 8.3 | V6/3.0TD | 175 | 550 | A/7 |
| 3.0d S Premium | 861 500 | 9.0 | 238 | 8.3 | V6/3.0TD | 175 | 550 | A/7 |
| 3.0d S Black | 875 000 | 9.0 | 238 | 8.3 | V6/3.0TD | 175 | 550 | A/7 |
| 5.0 S Premium | 935 000 | 13.1 | 312 | 6.02 | V8/5.0 | 287 | 500 | A/7 |

## QX80
**VERDICT** | Glitzy, desert-friendly mobile apartment

| QX80 | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 5.6 | 1 265 000 | 14.8 | 350 | 7.5 | V8/5.6 | 298 | 560 | A/7 |

# ISUZU

## KB
**VERDICT** | Capable and well priced.

| KB | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 250 | 223 800 | 7.9 | 208 | n/a | 4/2.5TD | 58 | 170 | M/5 |
| 250 Fleetside | 246 400 | 7.9 | 208 | n/a | 4/2.5TD | 58 | 170 | M/5 |
| 250D-Teq Fleetside | 272 000 | 7.6 | 199 | n/a | 4/2.5TD | 100 | 320 | M/5 |
| 250D-Teq LE | 313 800 | 7.6 | 199 | n/a | 4/2.5TD | 100 | 320 | M/5 |
| 250D-Teq 4x4 LE | 364 600 | 8.2 | 217 | n/a | 4/2.5TD | 100 | 320 | M/5 |
| 300D-Teq LX | 362 900 | 7.7 | 203 | n/a | 4/3.0TD | 130 | 380 | M/5 |
| 300D-Teq 4x4 LX | 418 200 | 8.1 | 213 | n/a | 4/3.0TD | 130 | 380 | M/5 |
| **Extended Cab** | | | | | | | | |
| 250D-Teq Hi-Rider | 321 300 | 7.6 | 199 | n/a | 4/2.5TD | 100 | 320 | M/5 |
| 300D-Teq LX | 394 200 | 7.7 | 202 | n/a | 4/3.0TD | 130 | 380 | M/5 |
| 300D-Teq LX auto | 407 500 | 7.7 | 204 | n/a | 4/3.0TD | 130 | 380 | A/5 |
| 300D-Teq 4x4 LX | 451 800 | 7.9 | 209 | n/a | 4/3.0TD | 130 | 380 | M/5 |
| **double cab** | | | | | | | | |
| 250D-Teq Hi-Rider | 328 000 | 7.7 | 203 | n/a | 4/2.5TD | 100 | 320 | M/5 |
| 250D-Teq LE | 414 400 | 7.7 | 203 | n/a | 4/2.5TD | 100 | 320 | M/5 |
| 250D-Teq 4x4 LE | 435 600 | 7.9 | 208 | n/a | 4/2.5TD | 100 | 320 | M/5 |
| 300D-Teq LX | 463 700 | 7.8 | 204 | n/a | 4/3.0TD | 130 | 380 | M/5 |
| 300D-Teq LX auto | 477 300 | 7.7 | 204 | n/a | 4/3.0TD | 130 | 380 | A/5 |
| 300D-Teq 4x4 LX | 523 600 | 7.9 | 209 | 13.08 | 4/3.0TD | 130 | 380 | M/5 |
| 300D-Teq 4x4 LX auto | 536 600 | 7.9 | 208 | n/a | 4/3.0TD | 130 | 380 | A/5 |

# JAGUAR

## XE
**VERDICT** | Proper Jaguar, properly expensive

| XE | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 20d Pure | 534 800 | 4.2 | 109 | 7.8 | 4/2.0TD | 132 | 430 | M/6 |
| 20d Prestige | 590 400 | 4.2 | 109 | 7.8 | 4/2.0TD | 132 | 430 | A/8 |
| 25t Prestige | 644 953 | 7.5 | 179 | 6.8 | 4/2.0T | 177 | 340 | A/8 |
| 20d R-Sport | 614 000 | 4.2 | 109 | 7.8 | 4/2.0TD | 132 | 430 | A/8 |
| 25t R-Sport | 668 653 | 7.5 | 179 | 6.8 | 4/2.0T | 177 | 340 | A/8 |
| 20d Portfolio | 654 600 | 4.2 | 109 | 7.8 | 4/2.0TD | 132 | 430 | A/8 |
| 25t Portfolio | 709 253 | 7.5 | 179 | 6.8 | 4/2.0T | 177 | 340 | A/8 |
| S | 915 692 | 8.1 | 194 | 5.1 | V6/3.0S | 250 | 450 | A/8 |

## XF
**VERDICT** | 2nd-gen XF adds more sport to the comfort

| XF | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 20d Prestige | TBA | 4.3 | 114 | 8.1 | 4/2.0TD | 132 | 430 | A/8 |
| 20d R-Sport | TBA | 4.3 | 114 | 8.1 | 4/2.0TD | 132 | 430 | A/8 |
| 25t Prestige | TBA | 7.5 | 179 | 7.0 | 4/2.0T | 177 | 340 | A/8 |
| 25t R-Sport | TBA | 7.5 | 179 | 7.0 | 4/2.0T | 177 | 340 | A/8 |
| 25t Portfolio | TBA | 7.5 | 179 | 7.0 | 4/2.0T | 177 | 340 | A/8 |
| 35t R-Sport | TBA | 8.3 | 198 | 5.4 | V6/3.0S | 250 | 450 | A/8 |
| S | TBA | 8.3 | 198 | 5.3 | V6/3.0S | 280 | 450 | A/8 |

## F-TYPE
**VERDICT** | Jag's first sports car in decades is the real deal

| F-TYPE | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| coupé | 924 205 | 8.4 | 199 | 5.3 | V6/3.0S | 250 | 450 | A/8 |
| convertible | 941 505 | 8.4 | 199 | 5.3 | V6/3.0S | 250 | 450 | A/8 |
| S coupé | 1 062 316 | 8.6 | 203 | 4.9 | V6/3.0S | 280 | 460 | A/8 |
| S convertible | 1 079 616 | 8.6 | 203 | 5.04 | V6/3.0S | 280 | 460 | A/8 |
| R coupé | 1 669 551 | 10.7 | 255 | 4.2 | V8/5.0S | 405 | 680 | A/8 |
| R convertible | 1 686 851 | 10.7 | 255 | 4.2 | V8/5.0S | 405 | 680 | A/8 |
| R coupé AWD | 1 760 187 | 11.3 | 269 | 4.08 | V8/5.0S | 405 | 680 | A/8 |

## XJ
**VERDICT** | No chauffeur required

| XJ | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| i4 Luxury | 986 742 | 9.0 | 213 | 7.9 | 4/2.0T | 177 | 340 | A/8 |
| 3.0D Luxury | 1 287 766 | 7.0 | 184 | 6.2 | V6/3.0TD | 221 | 700 | A/8 |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 3.0D Premium Luxury | 1 412 866 | 7.0 | 184 | 6.2 | V6/3.0TD | 221 | 700 | A/8 |
| 3.0 Supercharged R-Sport | 1 608 937 | 9.1 | 211 | 5.9 | V6/3.0S | 250 | 450 | A/8 |
| XJR | 2 194 290 | 11.6 | 270 | 4.6 | V8/5.0S | 405 | 680 | A/8 |
| **XJ L** | | | | | | | | |
| i4 Premium Luxury | 1 213 047 | 9.0 | 213 | 7.9 | 4/2.0T | 177 | 340 | A/8 |
| 3.0D Premium Luxury | 1 503 666 | 7.0 | 184 | 6.2 | V6/3.0TD | 221 | 700 | A/8 |
| 3.0 Supercharged Portfolio | 1 670 137 | 9.1 | 211 | 5.9 | V6/3.0S | 250 | 450 | A/8 |
| 5.0 Supercharged Autobiography | 2 403 990 | 11.6 | 270 | 4.9 | V8/5.0S | 375 | 625 | A/8 |

# JEEP

## RENEGADE

**VERDICT** | Tough, expensive. More tool than toy

| RENEGADE | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.6L Longitude | 316 990 | 6.0 | 149 | 11.0 | 4/1.6 | 81 | 152 | M/5 |
| 1.4L T Limited | 375 990 | 6.0 | 140 | 10.9 | 4/1.4T | 103 | 230 | M/6 |
| 1.6L Multijet Limited | 389 990 | 4.6 | 120 | 10.2 | 4/1.6TD | 88 | 320 | M/6 |
| 1.4L T 4x4 Limited | 452 990 | 6.9 | 160 | 8.8 | 4/1.4T | 125 | 250 | A/9 |
| 2.4L 4x4 Trailhawk | 450 990 | 7.5 | 175 | 9.8 | 4/2.4 | 137 | 232 | A/9 |

## COMPASS

**VERDICT** | The Koreans do compact FWD SUVs better

| COMPASS | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 2.0L Limited | 377 990 | 7.6 | 175 | 10.6 | 4/2.0 | 115 | 190 | M/5 |
| 2.0L Limited auto | 390 990 | 8.2 | 190 | n/a | 4/2.0 | 115 | 190 | C/V |

## WRANGLER

**VERDICT** | Still a Wrangler, but now with fewer bad bits

| WRANGLER | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 3.6L Sahara | 494 990 | 11.0 | 256 | 8.1 | V6/3.6 | 209 | 347 | A/5 |
| 3.6L Rubicon | 520 990 | 11.4 | 266 | 8.1 | V6/3.6 | 209 | 347 | M/6 |
| Unlimited 3.6L Sahara | 540 990 | 11.7 | 273 | 8.9 | V6/3.6 | 209 | 347 | A/5 |
| Unlimited 3.6L Rubicon | 566 990 | 11.9 | 276 | 8.9 | V6/3.6 | 209 | 347 | A/5 |
| Unlimited 2.8CRD Sahara | 601 990 | 8.3 | 217 | 10.7 | 4/2.8TD | 147 | 460 | A/5 |

## CHEROKEE

**VERDICT** | Sophisticated, refined and boldly packaged

| CHEROKEE | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 2.4L Longitude | 523 990 | 8.3 | 193 | 11.43 | 4/2.4 | 130 | 229 | A/9 |
| 3.2L Limited | 565 990 | 9.5 | 221 | 8.1 | V6/3.2 | 200 | 315 | A/9 |
| 3.2L 4x4 Limited | 616 990 | 10.0 | 232 | 8.1 | V6/3.2 | 200 | 315 | A/9 |
| 3.2L 4x4 Trailhawk | 668 990 | 10.0 | 232 | 8.4 | V6/3.2 | 200 | 315 | A/9 |

## GRAND CHEROKEE

**VERDICT** | Closes the chasm to European rivals

| GRAND CHEROKEE | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 3.6L Limited | 724 990 | 10.4 | 244 | 8.3 | V6/3.6 | 210 | 347 | A/8 |
| 3.6L Overland | 799 990 | 10.4 | 244 | 8.3 | V6/3.6 | 210 | 347 | A/8 |
| 3.6L Summit | 891 990 | 10.4 | 244 | 8.3 | V6/3.6 | 210 | 347 | A/8 |
| 3.0CRD Limited | 846 990 | 7.5 | 198 | 8.2 | V6/3.0TD | 179 | 569 | A/8 |
| 3.0CRD Overland | 917 990 | 7.5 | 198 | 8.2 | V6/3.0TD | 179 | 569 | A/8 |
| 3.0CRD Summit | 1 019 990 | 7.5 | 198 | 8.2 | V6/3.0TD | 179 | 569 | A/8 |
| 5.7L Overland | 835 990 | 13.0 | 304 | 7.3 | V8/5.7 | 259 | 520 | A/8 |
| SRT | 1 099 990 | 14.0 | 327 | 5.0 | V8/6.4 | 344 | 624 | A/8 |

# JMC

## BOARDING

**VERDICT** | Weirdly-named cheap Chinese KB clone

| BOARDING | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 2.8TD | 159 880 | 8.0 | 208 | n/a | 4/2.8TD | 84 | 235 | M/5 |
| 2.8TD Lux | 169 880 | 8.0 | 208 | n/a | 4/2.8TD | 84 | 235 | M/5 |
| 2.8TD double cab Lux | 186 880 | 8.7 | 225 | n/a | 4/2.8TD | 84 | 235 | M/5 |
| 2.8TD double cab 4x4 Lux | 199 880 | 8.7 | 225 | n/a | 4/2.8TD | 84 | 235 | M/5 |

## VIGUS

**VERDICT** | Better than Boarding in every way

| VIGUS | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| **double cab** | | | | | | | | |
| 2.4 LX | 249 990 | 10.2 | 242 | n/a | 4/2.4 | 95 | 201 | M/5 |
| 2.4 SLX | 279 990 | 10.2 | 242 | n/a | 4/2.4 | 95 | 201 | M/5 |
| 2.4 4x4 LX | 315 990 | 10.7 | 254 | n/a | 4/2.4 | 95 | 201 | M/5 |
| 2.4TDCi LX | 279 990 | 8.0 | 213 | n/a | 4/2.4TD | 88 | 290 | M/5 |
| 2.4TDCi SLX | 309 990 | 8.0 | 213 | n/a | 4/2.4TD | 88 | 290 | M/5 |
| 2.4TDCi 4WD LX | 345 990 | 8.2 | 218 | n/a | 4/2.4TD | 88 | 290 | M/5 |
| 2.4TDCi 4WD SLX | 375 990 | 8.2 | 218 | n/a | 4/2.4TD | 88 | 290 | M/5 |

## LANDWIND 5

**VERDICT** | Looks the part but as yet untested

| LANDWIND 5 | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 2.0T Lux | 269 880 | 8.5 | 201 | 11.0 | 4/2.0T | 140 | 250 | A/6 |

# KIA

## PICANTO

**VERDICT** | Blink-and-you'll-miss-it tweak. Still brilliant

| PICANTO | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.0 LS | 119 995 | 4.9 | 117 | 14.3 | 3/1.0 | 51 | 94 | M/5 |
| 1.0 LX | 144 995 | 4.9 | 117 | 14.3 | 3/1.0 | 51 | 94 | M/5 |
| 1.0 LX auto | 157 995 | 5.6 | 132 | n/a | 3/1.0 | 51 | 94 | A/4 |
| 1.2 EX | 159 995 | 5.0 | 119 | 11.67 | 4/1.2 | 65 | 120 | M/5 |
| 1.2 EX auto | 172 995 | 6.0 | 144 | n/a | 4/1.2 | 65 | 120 | A/4 |

## RIO

**VERDICT** | New bumpers, old engines for popular hatch

| RIO | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| **hatch** | | | | | | | | |
| 1.2 | 193 995 | 5.4 | 129 | 13.1 | 4/1.2 | 65 | 120 | M/5 |
| 1.4 | 218 995 | 6.4 | 151 | 11.5 | 4/1.4 | 79 | 135 | M/6 |
| 1.4 auto | 231 995 | 7.0 | 165 | 13.2 | 4/1.4 | 79 | 135 | A/4 |
| 1.4 Tec | 231 995 | 6.4 | 151 | 11.5 | 4/1.4 | 79 | 135 | M/6 |
| 1.4 Tec auto | 244 995 | 7.0 | 165 | 13.2 | 4/1.4 | 79 | 135 | A/4 |
| **sedan** | | | | | | | | |
| 1.2 | 193 995 | 5.4 | 129 | 13.1 | 4/1.2 | 65 | 120 | M/5 |
| 1.4 | 218 995 | 6.4 | 151 | 11.5 | 4/1.4 | 79 | 135 | M/6 |
| 1.4 auto | 231 995 | 7.0 | 165 | 13.2 | 4/1.4 | 79 | 135 | A/4 |
| 1.4 Tec | 231 995 | 6.4 | 151 | 11.5 | 4/1.4 | 79 | 135 | M/6 |
| 1.4 Tec auto | 244 995 | 7.0 | 165 | 13.2 | 4/1.4 | 79 | 135 | A/4 |

## SOUL

**VERDICT** | 2nd-gen adds refinement to funky urban mix

| SOUL | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.6 Start | 270 995 | 7.9 | 188 | 11.53 | 4/1.6 | 91 | 152 | M/6 |
| 1.6 Start auto | 283 995 | 7.5 | 178 | 12.5 | 4/1.6 | 91 | 152 | A/6 |
| 2.0 Street | 305 995 | 7.5 | 178 | 10.4 | 4/2.0 | 116 | 192 | M/6 |
| 2.0 Smart auto | 346 995 | 7.9 | 187 | 10.2 | 4/2.0 | 116 | 192 | A/6 |
| 1.6D Street | 331 995 | 5.2 | 137 | 10.8 | 4/1.6TD | 94 | 260 | M/6 |
| 1.6D Smart auto | 375 995 | 6.2 | 164 | 12.2 | 4/1.6TD | 94 | 260 | A/6 |

## CERATO

**VERDICT** | Serious in-house competition for Elantra

| CERATO | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| **hatch** | | | | | | | | |
| 1.6 EX | 278 995 | 6.5 | 154 | 10.1 | 4/1.6 | 95 | 157 | M/6 |
| 1.6 EX auto | 291 995 | 6.8 | 160 | 11.6 | 4/1.6 | 95 | 157 | A/6 |
| 2.0 EX | 310 995 | 6.9 | 164 | 8.5 | 4/2.0 | 118 | 194 | M/6 |
| 2.0 EX auto | 323 995 | 7.2 | 170 | 9.3 | 4/2.0 | 118 | 194 | A/6 |
| 2.0 SX | 340 995 | 6.9 | 164 | 8.5 | 4/2.0 | 118 | 194 | M/6 |
| 2.0 SX auto | 353 995 | 7.2 | 170 | 9.3 | 4/2.0 | 118 | 194 | A/6 |
| **sedan** | | | | | | | | |
| 1.6 EX | 278 995 | 6.5 | 154 | 10.1 | 4/1.6 | 95 | 157 | M/6 |
| 1.6 EX auto | 291 995 | 6.8 | 160 | 11.6 | 4/1.6 | 95 | 157 | A/6 |
| 2.0 EX | 310 995 | 6.9 | 164 | 8.5 | 4/2.0 | 118 | 194 | M/6 |
| 2.0 EX auto | 323 995 | 7.2 | 170 | 9.3 | 4/2.0 | 118 | 194 | A/6 |
| 2.0 SX | 340 995 | 6.9 | 164 | 8.5 | 4/2.0 | 118 | 194 | M/6 |
| 2.0 SX auto | 353 995 | 7.2 | 170 | 9.3 | 4/2.0 | 118 | 194 | A/6 |
| **Koup** | | | | | | | | |
| 1.6T | 370 995 | 7.2 | 170 | 7.7 | 4/1.6T | 152 | 265 | M/6 |
| 1.6T auto | 383 995 | 7.9 | 187 | 7.4 | 4/1.6T | 152 | 265 | A/6 |

## SPORTAGE

**VERDICT** | Shaded by Qashqai and CX-5. Replaced soon

| SPORTAGE | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 2.0 Ignite | 361 995 | 8.7 | 207 | 10.7 | 4/2.0 | 116 | 192 | M/6 |
| 2.0 | 393 995 | 8.7 | 207 | 10.7 | 4/2.0 | 116 | 192 | M/6 |
| 2.0 auto | 406 995 | 8.9 | 213 | 11.5 | 4/2.0 | 116 | 192 | A/6 |
| 2.0CRDi | 423 995 | 6.7 | 175 | 9.4 | 4/2.0TD | 130 | 382 | M/6 |
| 2.0CRDi auto | 436 995 | 7.3 | 192 | 9.6 | 4/2.0TD | 130 | 392 | A/6 |
| 2.0CRDi Tec auto | 456 995 | 7.3 | 192 | 9.6 | 4/2.0TD | 130 | 392 | A/6 |
| 2.0 AWD | 428 995 | 8.7 | 207 | 11.3 | 4/2.0 | 116 | 192 | M/6 |
| 2.0 AWD auto | 441 995 | 8.9 | 213 | 11.7 | 4/2.0 | 116 | 192 | A/6 |
| 2.0CRDi AWD | 458 995 | 6.7 | 175 | 9.8 | 4/2.0TD | 130 | 382 | M/6 |
| 2.0CRDi AWD auto | 471 995 | 7.3 | 192 | 9.8 | 4/2.0TD | 130 | 392 | A/6 |
| 2.0CRDi AWD Tec auto | 491 995 | 7.3 | 192 | 9.8 | 4/2.0TD | 130 | 392 | A/6 |
| 2.0CRDi AWD Explore auto | 514 995 | 7.3 | 192 | 9.8 | 4/2.0TD | 130 | 392 | A/6 |

## SORENTO

**VERDICT** | Lots of car for lots of money

| SORENTO | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 2.4 LS | 397 995 | 9.2 | 220 | 10.5 | 4/2.4 | 127 | 225 | M/6 |
| 2.2CRDi LX | 519 995 | 6.7 | 174 | 9.3 | 4/2.2TD | 147 | 440 | A/6 |
| 2.2CRDi AWD EX | 619 995 | 6.7 | 174 | 9.3 | 4/2.2TD | 147 | 440 | A/6 |
| 2.2CRDi AWD SX | 654 995 | 6.8 | 177 | 9.6 | 4/2.2TD | 147 | 440 | A/6 |

## GRAND SEDONA

**VERDICT** | Looks grand, is grand, costs grand

| GRAND SEDONA | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 2.2CRDi EX | 509 995 | 8.0 | 208 | 13.6 | 4/2.2TD | 147 | 440 | A/6 |
| 2.2CRDi SX | 635 995 | 8.0 | 208 | 13.6 | 4/2.2TD | 147 | 440 | A/6 |
| 2.2CRDi SXL | 679 995 | 8.0 | 208 | 13.6 | 4/2.2TD | 147 | 440 | A/6 |
| 3.3 V6 SX | 615 995 | 10.9 | 260 | 8.6 | V6/3.3 | 199 | 318 | A/6 |
| 3.3 V6 SXL | 659 995 | 10.9 | 260 | 8.6 | V6/3.3 | 199 | 318 | A/6 |

# LAMBORGHINI

## HURACÁN

**VERDICT** | Blows Gallardo into the history books

| HURACÁN | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| LP610-4 | 4 945 000 | 12.5 | 290 | 3.2 | V10/5.2 | 449 | 560 | D/7 |
| LP610-4 Spyder | POA | 12.3 | 285 | 3.4 | V10/5.2 | 449 | 560 | D/7 |

## AVENTADOR

**AVENTADOR** | Less scare, more dramatic flair

| AVENTADOR | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| LP700-4 coupé | 7 195 000 | 16.0 | 370 | 2.9 | V12/6.5 | 515 | 690 | S/7 |
| LP700-4 Roadster | 7 545 000 | 16.0 | 370 | 3.0 | V12/6.5 | 515 | 690 | S/7 |
| LP750-4 Superveloce | POA | 16.0 | 370 | 2.8 | V12/6.5 | 552 | 690 | S/7 |
| LP750-4 Superveloce Roadster | POA | 16.0 | 370 | 2.9 | V12/6.5 | 552 | 690 | S/7 |

# LAND ROVER

## DEFENDER

**VERDICT** | Best/Worst 4x4xfar – split decision. Dies soon

| DEFENDER | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 90 TD station wagon S | 554 700 | 10.0 | 266 | 15.8 | 4/2.2TD | 90 | 360 | M/6 |
| 90 TD station wagon Heritage | 617 600 | 10.0 | 266 | 15.8 | 4/2.2TD | 90 | 360 | M/6 |
| 90 TD station wagon Adventure | 671 500 | 10.0 | 266 | 15.8 | 4/2.2TD | 90 | 360 | M/6 |
| 110 TD pick-up E | 517 300 | 11.1 | 295 | 15.8 | 4/2.2TD | 90 | 360 | M/6 |
| 110 TD high-capacity pick-up E | 533 900 | 11.1 | 295 | 15.8 | 4/2.2TD | 90 | 360 | M/6 |
| 110 TD hardtop E | 538 200 | 11.1 | 295 | 15.8 | 4/2.2TD | 90 | 360 | M/6 |
| 110 TD station wagon S | 594 900 | 11.1 | 295 | 15.8 | 4/2.2TD | 90 | 360 | M/6 |
| 110 TD station wagon Heritage | 680 600 | 11.1 | 295 | 15.8 | 4/2.2TD | 90 | 360 | M/6 |
| 110 TD station wagon Adventure | 718 800 | 11.1 | 295 | 15.8 | 4/2.2TD | 90 | 360 | M/6 |
| 110 TD double cab S | 614 100 | 11.1 | 295 | 15.8 | 4/2.2TD | 90 | 360 | M/6 |
| 130 TD crew cab E | 623 200 | 11.1 | 295 | 17.0 | 4/2.2TD | 90 | 360 | M/6 |

## DISCOVERY SPORT

**VERDICT** | Brilliant baby Disco rewrites the rules

| DISCOVERY SPORT | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| S TD4 | 545 901 | 6.0 | 159 | 10.3 | 4/2.2TD | 110 | 400 | A/9 |
| S SD4 | 595 020 | 6.3 | 166 | 8.9 | 4/2.2TD | 140 | 420 | A/9 |
| S Si4 | 598 200 | 8.3 | 197 | 8.2 | 4/2.0T | 177 | 340 | A/9 |
| SE SD4 | 640 320 | 6.3 | 166 | 9.88 | 4/2.2TD | 140 | 420 | A/9 |
| SE Si4 | 643 500 | 8.3 | 197 | 8.2 | 4/2.0T | 177 | 340 | A/9 |
| HSE SD4 | 697 020 | 6.3 | 166 | 8.9 | 4/2.2TD | 140 | 420 | A/9 |
| HSE Si4 | 700 200 | 8.3 | 197 | 8.2 | 4/2.0T | 177 | 340 | A/9 |
| HSE Luxury SD4 | 736 120 | 6.3 | 166 | 8.9 | 4/2.2TD | 140 | 420 | A/9 |
| HSE Luxury Si4 | 739 300 | 8.3 | 197 | 8.2 | 4/2.0T | 177 | 340 | A/9 |

## RANGE ROVER EVOQUE

**VERDICT** | Not just fancy fashion – capable and fun, too

| RANGE ROVER EVOQUE | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| SE SD4 | 680 922 | 6.3 | 167 | 8.5 | 4/2.2TD | 140 | 420 | A/9 |
| SE Si4 | 710 090 | 8.3 | 193 | 7.6 | 4/2.0T | 177 | 340 | A/9 |
| HSE Dynamic SD4 | 815 622 | 6.3 | 167 | 8.5 | 4/2.2TD | 140 | 420 | A/9 |
| HSE Dynamic Si4 | 844 790 | 8.3 | 193 | 7.6 | 4/2.0T | 177 | 340 | A/9 |
| Autobiography SD4 | 865 622 | 6.3 | 167 | 8.5 | 4/2.2TD | 140 | 420 | A/9 |
| Autobiography Si4 | 894 790 | 8.3 | 193 | 7.6 | 4/2.0T | 177 | 340 | A/9 |
| **coupé** | | | | | | | | |
| HSE Dynamic SD4 | 815 212 | 6.2 | 163 | 8.5 | 4/2.2TD | 140 | 420 | A/9 |
| HSE Dynamic Si4 | 844 790 | 8.3 | 193 | 7.6 | 4/2.0T | 177 | 340 | A/9 |

## DISCOVERY

**VERDICT** | All the tools you need to go discover

| DISCOVERY | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| TDV6 XS | 731 386 | 8.8 | 230 | 10.4 | V6/3.0TD | 155 | 520 | A/8 |
| SDV6 S | 874 886 | 8.8 | 230 | 9.3 | V6/3.0TD | 188 | 600 | A/8 |
| SCV6 SE | 928 529 | 12.2 | 285 | 8.1 | V6/3.0S | 250 | 450 | A/8 |
| SDV6 SE | 929 286 | 8.8 | 230 | 9.3 | V6/3.0TD | 188 | 600 | A/8 |
| SCV6 HSE | 1 024 429 | 12.2 | 285 | 8.1 | V6/3.0S | 250 | 450 | A/8 |
| SDV6 HSE | 1 025 286 | 8.8 | 230 | 9.3 | V6/3.0TD | 188 | 600 | A/8 |

## RANGE ROVER SPORT

**VERDICT** | Sharper, lighter, faster. Sport means business

| RANGE ROVER SPORT | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| SCV6 S | 983 074 | 11.3 | 264 | 7.2 | V6/3.0S | 250 | 450 | A/8 |
| TDV6 S | 1 007 631 | 7.9 | 209 | 7.2 | V6/3.0TD | 183 | 600 | A/8 |
| SCV6 SE | 1 080 774 | 11.3 | 264 | 7.2 | V6/3.0S | 250 | 450 | A/8 |
| SDV6 SE | 1 167 031 | 7.9 | 209 | 7.2 | V6/3.0TD | 215 | 600 | A/8 |
| SCV6 HSE | 1 279 774 | 11.3 | 264 | 7.2 | V6/3.0S | 250 | 450 | A/8 |
| SDV6 HSE | 1 394 531 | 7.9 | 209 | 7.2 | V6/3.0TD | 215 | 600 | A/8 |
| SCV6 HST | 1 393 074 | 11.3 | 264 | 7.1 | V6/3.0S | 280 | 450 | A/8 |
| Supercharged HSE Dynamic | 1 521 023 | 13.8 | 321 | 5.37 | V8/5.0S | 375 | 625 | A/8 |
| SDV8 HSE Dynamic | 1 531 383 | 8.7 | 229 | 6.9 | V8/4.4TD | 250 | 740 | A/8 |
| Supercharged Autobiography Dynamic | 1 664 323 | 13.8 | 321 | 5.3 | V8/5.0S | 375 | 625 | A/8 |
| SDV8 Autobiography Dynamic | 1 675 283 | 8.7 | 229 | 6.9 | V8/4.4TD | 250 | 740 | A/8 |
| SVR | 1 923 125 | 13.8 | 322 | 4.7 | V8/5.0S | 405 | 680 | A/8 |

## RANGE ROVER

**VERDICT** | The default luxury SUV

| RANGE ROVER | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| **Range Rover** | | | | | | | | |
| TDV6 Vogue | 1 572 578 | 8.6 | 227 | 7.9 | V6/3.0TD | 190 | 600 | A/8 |
| SDV8 Vogue SE | 1 879 483 | 8.7 | 229 | 6.9 | V8/4.4TD | 250 | 740 | A/8 |
| Supercharged Vogue SE | 1 936 525 | 13.8 | 322 | 5.4 | V8/5.0S | 375 | 625 | A/8 |
| SDV8 Autobiography | 2 113 483 | 8.7 | 229 | 6.9 | V8/4.4TD | 250 | 740 | A/8 |
| Supercharged Autobiography | 2 170 325 | 13.8 | 322 | 5.4 | V8/5.0S | 375 | 625 | A/8 |
| **Range Rover L** | | | | | | | | |
| L SDV8 Autobiography | 2 202 283 | 8.7 | 229 | 7.0 | V8/4.4TD | 250 | 740 | A/8 |
| L Supercharged Autobiography | 2 259 125 | 13.8 | 322 | 5.8 | V8/5.0S | 375 | 625 | A/8 |
| L SDV8 SVAutobiography | 3 038 483 | 8.7 | 229 | 7.0 | V8/4.4TD | 250 | 740 | A/8 |
| L Supercharged SVAutobiography | 3 181 225 | 13.8 | 322 | 5.7 | V8/5.0S | 405 | 680 | A/8 |

# LEXUS

## CT

**VERDICT** | Posh Prius, nothing more

| CT | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 200h S | 443 500 | 4.1 | 95 | 10.3 | 4/1.8e | 100e | 142+e | C/V |

## ES

**VERDICT** | New-age Camry with all the trimmings

| ES | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 250 EX | 464 200 | 8.0 | 188 | 9.8 | 4/2.5 | 135 | 235 | A/6 |
| 300h EX | 549 100 | 5.5 | 130 | 8.5 | 4/2.5e | 151e | 213+e | C/V |

## IS

**VERDICT** | Sportier, edgier, closer to the benchmark

| IS | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 200t E | 518 800 | 7.5 | 175 | 7.0 | 4/2.0T | 180 | 350 | A/8 |
| 200t EX | 570 300 | 7.5 | 175 | 7.0 | 4/2.0T | 180 | 350 | A/8 |
| 350 F-Sport | 627 300 | 9.7 | 225 | 6.65 | V6/3.5 | 228 | 375 | A/8 |

## NX

**VERDICT** | Lexus gets all its angles right

| NX | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 200t E | 552 300 | 7.9 | 184 | 7.1 | 4/2.0T | 175 | 350 | A/6 |
| 200t EX | 593 100 | 7.9 | 184 | 7.1 | 4/2.0T | 175 | 350 | A/6 |
| 200t F-Sport | 683 700 | 7.9 | 184 | 7.61 | 4/2.0T | 175 | 350 | A/6 |
| 300h EX | 647 300 | 6.0 | 140 | 9.2 | 4/2.5e | 145e | 210+e | C/V |

## GS

**VERDICT** | All the great Lexus qualities remain

| GS | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 350 EX | 693 200 | 10.0 | 232 | 6.0 | V6/3.5 | 233 | 378 | A/8 |
| 350 F-Sport | 761 200 | 10.0 | 232 | 6.0 | V6/3.5 | 233 | 378 | A/8 |
| 450h SE | 961 900 | 6.3 | 147 | 5.9 | V6/3.5e | 254e | 352+e | C/V |

## RC

**VERDICT** | Sharp and sleek. Sportiest Lexus since LFA

| RC | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 350 F-Sport | 730 900 | 9.4 | 217 | 6.3 | V6/3.5 | 233 | 378 | A/8 |

## RX

**VERDICT** | Rivals have more talent. Replaced soon

| RX | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 350 EX | 748 800 | 10.6 | 250 | 8.0 | V6/3.5 | 204 | 346 | A/6 |
| 450h SE | 951 300 | 6.3 | 148 | 7.8 | V6/3.5e | 220e | 317+e | C/V |

## LX

**VERDICT** | Queen Mary II, eat your heart out

| LX | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 450d | 1 393 000 | 10.2 | 270 | 8.6 | V8/4.5TD | 195 | 650 | A/6 |
| 570 | 1 435 100 | 14.5 | 336 | 7.7 | V8/5.7 | 270 | 530 | A/6 |

## LS

**VERDICT** | Credible alternative to the Germans

| LS | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 460 | 1 453 400 | 10.7 | 249 | 5.7 | V8/4.6 | 285 | 493 | A/8 |

# MAHINDRA

## BOLERO

**VERDICT** | Requires a passion for Indian motoring

| BOLERO | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 2.5Di Maxitruck Plus | 132 995 | 7.0 | n/a | n/a | 4/2.5TD | 46 | 195 | M/5 |
| 2.5TD Loader | 149 995 | 9.5 | 251 | n/a | 4/2.5TD | 74 | 238 | M/5 |
| 2.5TD | 162 995 | 9.5 | 251 | n/a | 4/2.5TD | 74 | 238 | M/5 |
| 2.5TD 4x4 | 194 995 | 9.5 | 251 | n/a | 4/2.5TD | 74 | 238 | M/5 |
| 2.5TD double cab | 185 995 | 9.5 | 251 | n/a | 4/2.5TD | 74 | 235 | M/5 |
| 2.5TD double cab 4x4 | 214 995 | 9.5 | 251 | n/a | 4/2.5TD | 74 | 235 | M/5 |

## GENIO

**VERDICT** | It's a Xylo bakkie. What more can we say?

| GENIO | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 2.2CRDe | 184 995 | 7.9 | 210 | n/a | 4/2.2TD | 89 | 290 | M/5 |
| 2.2CRDe Plus | 209 995 | 7.9 | 210 | n/a | 4/2.2TD | 88 | 290 | M/5 |
| 2.2CRDe double cab | 219 995 | 7.9 | 210 | n/a | 4/2.2TD | 89 | 290 | M/5 |

## QUANTO

**VERDICT** | Tell me quanto, quanto, quantoooooo...

| QUANTO | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 2.2CRDe | 221 995 | 7.6 | 200 | n/a | 4/2.2TD | 89 | 290 | M/5 |

## XYLO

**VERDICT** | Mahindra resurrects the Toyota Condor

| XYLO | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 2.2CRDe E2 | 229 995 | 7.6 | 200 | n/a | 4/2.2TD | 89 | 290 | M/5 |
| 2.2CRDe E8 | 254 995 | 7.6 | 200 | n/a | 4/2.2TD | 89 | 290 | M/5 |

## SCORPIO

**VERDICT** | Priced to please, styled not to

| SCORPIO | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| **Pik-Up** | | | | | | | | |
| 2.5TCI Loader | 169 995 | 9.9 | 260 | n/a | 4/2.5TD | 74 | 258 | M/5 |
| 2.5TCI | 190 995 | 9.9 | 260 | n/a | 4/2.5TD | 74 | 258 | M/5 |
| 2.5TCI 4x4 | 234 995 | 9.9 | 260 | n/a | 4/2.5TD | 74 | 258 | M/5 |
| 2.2CRDe | 199 995 | 8.8 | 233 | n/a | 4/2.2TD | 89 | 290 | M/5 |
| 2.2CRDe Adventure | 232 995 | 8.8 | 233 | n/a | 4/2.2TD | 89 | 290 | M/5 |
| 2.2CRDe 4x4 | 253 995 | 8.8 | 233 | n/a | 4/2.2TD | 89 | 290 | M/5 |
| 2.2CRDe 4x4 Adventure | 286 995 | 8.8 | 233 | n/a | 4/2.2TD | 89 | 290 | M/5 |
| **Pik-Up double cab** | | | | | | | | |
| 2.5TCI | 233 995 | 9.9 | 260 | n/a | 4/2.5TD | 74 | 258 | M/5 |
| 2.5TCI 4x4 | 261 995 | 9.9 | 260 | n/a | 4/2.5TD | 74 | 258 | M/5 |
| 2.2CRDe | 254 995 | 8.8 | 233 | n/a | 4/2.2TD | 89 | 290 | M/5 |
| 2.2CRDe Adventure | 287 995 | 8.8 | 233 | n/a | 4/2.2TD | 89 | 290 | M/5 |
| 2.2CRDe 4x4 | 281 995 | 8.8 | 233 | n/a | 4/2.2TD | 89 | 290 | M/5 |
| 2.2CRDe 4x4 Adventure | 311 995 | 8.8 | 233 | n/a | 4/2.2TD | 89 | 290 | M/5 |
| **SUV** | | | | | | | | |
| 2.2CRDe VLX | 249 995 | 8.8 | 233 | n/a | 4/2.2TD | 89 | 290 | M/5 |
| 2.2CRDe VLX Adventure | 275 995 | 8.8 | 233 | n/a | 4/2.2TD | 89 | 290 | M/5 |
| 2.2CRDe 4x4 VLX | 289 995 | 8.8 | 233 | n/a | 4/2.2TD | 89 | 290 | M/5 |
| 2.2CRDe 4x4 VLX Adventure | 315 995 | 8.8 | 233 | n/a | 4/2.2TD | 89 | 290 | M/5 |

## XUV500

**VERDICT** | The first truly worthwhile Mahindra

| XUV500 | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 2.2CRDe W4 | 262 995 | 6.5 | 171 | n/a | 4/2.2TD | 103 | 330 | M/6 |
| 2.2CRDe W6 | 304 995 | 6.5 | 171 | n/a | 4/2.2TD | 103 | 330 | M/6 |
| 2.2CRDe W8 | 339 995 | 6.5 | 171 | n/a | 4/2.2TD | 103 | 330 | M/6 |
| 2.2CRDe W8 AWD | 359 995 | 7.0 | 183 | n/a | 4/2.2TD | 103 | 330 | M/6 |

# MASERATI

## GHIBLI

**VERDICT** | Excellent 5 Series rival from Italy

| GHIBLI | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| Ghibli | 1 322 000 | 9.6 | 223 | 5.6 | V6/3.0T | 243 | 500 | A/8 |
| Diesel | 1 370 000 | 5.9 | 158 | 6.3 | V6/3.0TD | 202 | 600 | A/8 |
| S | 1 622 000 | 10.4 | 242 | 5.0 | V6/3.0T | 301 | 550 | A/8 |

## QUATTROPORTE

**VERDICT** | As good as any of its German adversaries

| QUATTROPORTE | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| Diesel | 1 820 000 | 6.2 | 163 | 6.4 | V6/3.0TD | 202 | 600 | A/8 |
| S | 2 077 000 | 7.1 | 179 | 5.1 | V6/3.0T | 301 | 550 | A/8 |
| GTS | 2 477 000 | 11.8 | 274 | 4.7 | V8/3.8T | 390 | 710 | A/8 |

## GRANTURISMO / GRANCABRIO

**VERDICT** | Future Italian classic

| GRANTURISMO/GRANCABRIO | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| **GranTurismo** | | | | | | | | |
| Sport | 2 258 195 | 14.3 | 331 | 4.8 | V8/4.7 | 338 | 520 | A/6 |
| Sport Cambiocorsa | 2 356 000 | 15.5 | 360 | 4.7 | V8/4.7 | 338 | 520 | S/6 |
| MC Stradale | 2 756 000 | 14.4 | 337 | 4.5 | V8/4.7 | 338 | 520 | S/6 |
| **GranCabrio** | | | | | | | | |
| Sport | 2 611 000 | 14.5 | 337 | 5.0 | V8/4.7 | 338 | 520 | S/6 |
| MC | 2 956 000 | 14.5 | 337 | 4.9 | V8/4.7 | 338 | 520 | S/6 |

# MAXUS

## V80

**VERDICT** | A Chinese Viano

| V80 | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 2.5TD Comfort | 339 900 | 7.4 | 230 | n/a | 4/2.5TD | 100 | 330 | M/5 |
| 2.5TD Deluxe | 410 000 | 7.4 | 230 | n/a | 4/2.5TD | 100 | 330 | M/5 |

# MAZDA

## MAZDA2

**VERDICT** | So good it plays in the premier league

| MAZDA2 | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.5 Active | 188 000 | 5.5 | 130 | 8.7 | 4/1.5 | 82 | 145 | M/6 |
| 1.5 Dynamic | 199 900 | 5.5 | 130 | 8.7 | 4/1.5 | 82 | 145 | M/6 |
| 1.5 Dynamic auto | 211 300 | 5.7 | 134 | n/a | 4/1.5 | 82 | 145 | A/6 |
| 1.5 Individual | 211 400 | 5.5 | 130 | 8.7 | 4/1.5 | 82 | 145 | M/6 |
| 1.5 Individual auto | 222 800 | 5.7 | 134 | 10.2 | 4/1.5 | 82 | 145 | A/6 |
| 1.5DE Hazumi | 259 900 | 4.4 | 115 | 10.1 | 4/1.5TD | 77 | 220 | A/6 |

## MAZDA3

**VERDICT** | Dynamics, cabin quality and verve

| MAZDA3 | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| **hatch** | | | | | | | | |
| 1.6 Original | 232 900 | 6.2 | 147 | n/a | 4/1.6 | 77 | 144 | M/5 |
| 1.6 Active | 242 900 | 6.2 | 147 | n/a | 4/1.6 | 77 | 144 | M/5 |
| 1.6 Dynamic | 253 100 | 6.2 | 147 | n/a | 4/1.6 | 77 | 144 | M/5 |
| 1.6 Dynamic auto | 263 600 | 6.9 | 164 | n/a | 4/1.6 | 77 | 144 | A/4 |
| 2.0 Individual | 293 600 | 6.2 | 146 | 8.8 | 4/2.0 | 121 | 210 | M/6 |
| 2.0 Individual auto | 304 100 | 5.9 | 140 | n/a | 4/2.0 | 121 | 210 | A/6 |
| 2.0 Astina | 330 800 | 5.9 | 140 | 10.3 | 4/2.0 | 121 | 210 | A/6 |
| **sedan** | | | | | | | | |
| 1.6 Original | 232 900 | 6.0 | 142 | n/a | 4/1.6 | 77 | 144 | M/5 |
| 1.6 Active | 242 900 | 6.0 | 142 | n/a | 4/1.6 | 77 | 144 | M/5 |
| 1.6 Dynamic | 253 100 | 6.0 | 142 | 13.21 | 4/1.6 | 77 | 144 | M/5 |
| 1.6 Dynamic auto | 263 600 | 6.7 | 159 | n/a | 4/1.6 | 77 | 144 | A/4 |
| 2.0 Individual | 293 600 | 6.1 | 145 | 8.9 | 4/2.0 | 121 | 210 | M/6 |
| 2.0 Individual auto | 304 100 | 5.8 | 139 | 10.4 | 4/2.0 | 121 | 210 | A/6 |
| 2.0 Astina | 330 800 | 5.8 | 139 | 10.4 | 4/2.0 | 121 | 210 | A/6 |

## BT-50

**VERDICT** | Too much Kodo. not enough kudu

| BT-50 | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 2.2 SLX | 292 200 | 7.6 | 199 | n/a | 4/2.2TD | 110 | 375 | M/6 |
| **FreeStyle Cab** | | | | | | | | |
| 2.2 SLX | 313 100 | 7.7 | 202 | n/a | 4/2.2TD | 110 | 375 | M/6 |
| 3.2 SLE | 350 400 | 9.3 | 245 | n/a | 5/3.2TD | 147 | 470 | M/6 |
| 3.2 SLE auto | 362 400 | 9.1 | 239 | n/a | 5/3.2TD | 147 | 470 | A/6 |
| 3.2 4x4 SLE | 402 400 | 9.8 | 258 | n/a | 5/3.2TD | 147 | 470 | M/6 |
| **double cab** | | | | | | | | |
| 2.2 SLE | 370 400 | 7.7 | 202 | n/a | 4/2.2TD | 110 | 375 | M/6 |
| 3.2 SLE | 402 400 | 9.3 | 245 | n/a | 5/3.2TD | 147 | 470 | M/6 |
| 3.2 SLE auto | 412 400 | 9.1 | 239 | n/a | 5/3.2TD | 147 | 470 | A/6 |
| 3.2 4x4 SLE | 454 400 | 9.8 | 258 | n/a | 5/3.2TD | 147 | 470 | M/6 |
| 3.2 4x4 SLE auto | 466 400 | 9.7 | 255 | n/a | 5/3.2TD | 147 | 470 | A/6 |

## MAZDA5

**VERDICT** | Manic grin, creased doors mask great MPV

| MAZDA5 | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 2.0 Original | 268 900 | 8.2 | 194 | 10.8 | 4/2.0 | 106 | 180 | M/6 |
| 2.0 Active auto | 283 500 | 8.3 | 198 | 13.1 | 4/2.0 | 106 | 180 | A/5 |
| 2.0 Individual | 294 200 | 8.2 | 198 | 10.8 | 4/2.0 | 106 | 180 | M/6 |
| 2.0 Individual auto | 308 500 | 8.3 | 198 | 13.1 | 4/2.0 | 106 | 180 | A/5 |

## CX-5

**VERDICT** | As good as any in the class. Shortlist

| CX-5 | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 2.0 Active | 324 900 | 6.4 | 149 | 9.3 | 4/2.0 | 121 | 210 | M/6 |
| 2.0 Active auto | 334 900 | 6.4 | 148 | 9.5 | 4/2.0 | 121 | 210 | A/6 |
| 2.0 Dynamic | 336 200 | 6.4 | 149 | 9.3 | 4/2.0 | 121 | 210 | M/6 |
| 2.2DE Active | 385 900 | 5.7 | 151 | 10.0 | 4/2.2TD | 110 | 380 | A/6 |
| 2.5 Individual | 416 900 | 6.9 | 160 | n/a | 4/2.5 | 141 | 256 | A/6 |
| 2.2DE AWD Akera | 474 700 | 5.9 | 155 | 9.77 | 4/2.2TD | 129 | 420 | A/6 |

## MAZDA6

**VERDICT** | Refined, quiet and stylish new flagship

| MAZDA6 | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 2.0 Active | 342 000 | 6.1 | 142 | n/a | 4/2.0 | 114 | 200 | M/6 |
| 2.0 Active auto | 358 000 | 6.0 | 138 | n/a | 4/2.0 | 114 | 200 | A/6 |
| 2.5 Dynamic | 373 000 | 6.6 | 153 | 9.1 | 4/2.5 | 138 | 250 | A/6 |
| 2.5 Individual | 399 500 | 6.6 | 153 | 9.1 | 4/2.5 | 138 | 250 | A/6 |
| 2.2DE Dynamic | 404 000 | 5.3 | 139 | 8.4 | 4/2.2TD | 129 | 420 | A/6 |
| 2.2DE Atenza | 430 500 | 5.3 | 139 | 8.4 | 4/2.2TD | 129 | 420 | A/6 |

## MX-5

**VERDICT** | Lighter, smaller and utterly superb

| MX-5 | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 2.0 | TBA | 6.9 | 161 | 7.65 | 4/2.0 | 118 | 200 | M/6 |

# McLAREN

## 540C

**VERDICT** | Who buys an entry-level Macca?

| 540C | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 540C | POA | 11.1 | 258 | 3.5 | V8/3.8T | 397 | 540 | D/7 |

## 570S

**VERDICT** | McLaren plays the numbers game. Scores

| 570S | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 570S | POA | 11.1 | 258 | 3.2 | V8/3.8T | 419 | 600 | D/7 |

## 650S

**VERDICT** | A prettier, punchier, more engaging 12C

| 650S | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| coupé | POA | 11.7 | 275 | 3.0 | V8/3.8T | 478 | 678 | S/7 |
| Spider | POA | 11.7 | 275 | 3.0 | V8/3.8T | 478 | 678 | S/7 |

## 675LT

**VERDICT** | Sleeker packaging for beefier Big Mac

| 675LT | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 675LT | POA | 11.7 | 275 | 2.9 | V8/3.8T | 496 | 700 | D/7 |

# MERCEDES-BENZ / MERCEDES-AMG

## A-CLASS

**VERDICT** | Undoubted appeal, but spec adaptive ride

| A-CLASS | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| A200 | 390 636 | 5.7 | 134 | 8.1 | 4/1.6T | 115 | 250 | M/6 |
| A200 auto | 407 816 | 5.4 | 126 | 7.8 | 4/1.6T | 115 | 250 | D/7 |
| A200d | 419 200 | 4.5 | 116 | 9.3 | 4/2.1TD | 100 | 300 | M/6 |
| A200d auto | 437 200 | 4.1 | 108 | 8.8 | 4/2.1TD | 100 | 300 | D/7 |
| A220d | 460 100 | 4.2 | 109 | 7.5 | 4/2.1TD | 130 | 350 | D/7 |
| A250 Sport | 493 860 | 6.2 | 143 | 6.3 | 4/2.0T | 160 | 350 | D/7 |
| A250 Sport Motorsport Edition | 527 860 | 6.2 | 143 | 6.3 | 4/2.0T | 160 | 350 | D/7 |
| Mercedes-AMG A45 4Matic | 688 833 | 7.3 | 171 | 4.2 | 4/2.0T | 280 | 475 | D/7 |

## B-CLASS

**VERDICT** | Tallboy hatch gets tech, quality boost

| B-CLASS | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| B200 | 399 436 | 5.8 | 134 | 8.6 | 4/1.6T | 115 | 250 | M/6 |
| B200 auto | 416 923 | 5.5 | 129 | 8.4 | 4/1.6T | 115 | 250 | D/7 |
| B200CDI | 414 300 | 4.5 | 117 | 9.9 | 4/2.1TD | 100 | 300 | M/6 |
| B200CDI auto | 432 300 | 4.2 | 111 | 9.8 | 4/2.1TD | 100 | 300 | D/7 |
| B220CDI | 459 200 | 4.3 | 111 | 8.3 | 4/2.1TD | 125 | 350 | D/7 |
| B250 AMG | 479 170 | 6.3 | 147 | 6.8 | 4/2.0T | 155 | 350 | D/7 |

## CLA

**VERDICT** | Sexier, pricier A-Class with a boot

| CLA | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| CLA200 | 408 429 | 5.7 | 131 | 8.6 | 4/1.6T | 115 | 250 | M/6 |
| CLA200 auto | 426 326 | 5.5 | 130 | 8.5 | 4/1.6T | 115 | 250 | D/7 |
| CLA220 CDI | 465 600 | 4.5 | 117 | 8.2 | 4/2.1TD | 125 | 350 | D/7 |
| CLA250 Sport 4Matic | 565 588 | 6.6 | 154 | 6.6 | 4/2.0T | 155 | 350 | D/7 |
| Mercedes-AMG CLA45 4Matic | 741 617 | 7.3 | 171 | 4.2 | 4/2.0T | 280 | 475 | D/7 |

## GLA

**VERDICT** | A-Class for the mink and manure set

| GLA | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| GLA200 | 440 849 | 5.9 | 139 | 8.9 | 4/1.6T | 115 | 250 | M/6 |
| GLA200 auto | 458 747 | 5.9 | 138 | 8.8 | 4/1.6T | 115 | 250 | D/7 |
| GLA200CDI | 465 000 | 4.5 | 119 | 10.0 | 4/2.1TD | 100 | 300 | M/6 |
| GLA200CDI auto | 483 000 | 4.5 | 119 | 9.9 | 4/2.1TD | 100 | 300 | D/7 |
| GLA220CDI 4Matic | 538 631 | 5.1 | 132 | 8.76 | 4/2.1TD | 125 | 350 | D/7 |
| GLA250 4Matic | 614 288 | 6.6 | 154 | 7.1 | 4/2.0T | 155 | 350 | D/7 |
| Mercedes-AMG GLA45 4Matic | 790 843 | 7.4 | 172 | 4.4 | 4/2.0T | 280 | 475 | D/7 |

## C-CLASS SEDAN / ESTATE

**VERDICT** | Like the brilliant new S-Class, just smaller

| C-CLASS | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| **sedan** | | | | | | | | |
| C180 | 437 418 | 5.5 | 127 | 8.2 | 4/1.6T | 115 | 250 | M/6 |
| C180 auto | 456 739 | 5.8 | 135 | 8.5 | 4/1.6T | 115 | 250 | A/7 |
| C200 | 459 731 | 5.7 | 132 | 7.5 | 4/2.0T | 135 | 300 | M/6 |
| C200 auto | 478 129 | 5.6 | 131 | 7.85 | 4/2.0T | 135 | 300 | A/7 |
| C220d | 482 000 | 4.2 | 109 | 8.1 | 4/2.1TD | 125 | 400 | M/6 |
| C220d auto | 500 500 | 4.5 | 117 | 7.8 | 4/2.1TD | 125 | 400 | A/7 |
| C250 | 529 749 | 5.9 | 139 | 6.6 | 4/2.0T | 155 | 350 | A/7 |
| C250d | 553 100 | 4.5 | 117 | 6.6 | 4/2.1TD | 150 | 500 | A/7 |
| C300 | 566 196 | 6.3 | 146 | 5.9 | 4/2.0T | 180 | 370 | A/9 |
| Mercedes-AMG C63 | 1 052 287 | 8.2 | 192 | 4.1 | V8/4.0T | 350 | 650 | S/7 |
| Mercedes-AMG C63 S | 1 217 595 | 8.4 | 195 | 4.46 | V8/4.0T | 375 | 700 | S/7 |
| **estate** | | | | | | | | |
| C180 | 471 231 | 5.6 | 132 | 8.4 | 4/1.6T | 115 | 250 | M/6 |
| C180 auto | 490 039 | 5.8 | 135 | 8.7 | 4/1.6T | 115 | 250 | A/7 |
| C200 | 493 339 | 5.8 | 135 | 7.7 | 4/2.0T | 135 | 300 | M/6 |
| C200 auto | 512 352 | 6.0 | 140 | 7.5 | 4/2.0T | 135 | 300 | A/7 |
| C250d | 586 400 | 4.8 | 124 | 6.9 | 4/2.1TD | 150 | 500 | A/7 |

## C-CLASS COUPÉ

**VERDICT** | Still a class act. Replaced soon

| C-CLASS | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| C180 | 482 875 | 6.4 | 149 | 8.5 | 4/1.6T | 115 | 250 | M/6 |
| C180 auto | 501 170 | 6.3 | 147 | 8.5 | 4/1.6T | 115 | 250 | A/7 |
| C250 | 590 112 | 7.0 | 163 | 7.2 | 4/1.8T | 150 | 310 | A/7 |
| C250CDI | 591 049 | 5.3 | 139 | 7.1 | 4/2.1TD | 150 | 500 | A/7 |
| C350 | 702 514 | 7.0 | 164 | 6.0 | V6/3.5 | 225 | 370 | A/7 |
| C63 AMG | 1 101 316 | 12.0 | 280 | 4.4 | V8/6.2 | 336 | 600 | S/7 |
| C63 AMG Edition 507 | 1 223 316 | 12.0 | 280 | 4.2 | V8/6.2 | 373 | 610 | S/7 |
| C63 AMG Legacy Edition | 1 556 816 | 12.0 | 280 | 4.2 | V8/6.2 | 373 | 610 | S/7 |

## GLC

**VERDICT** | Mid-size meanderwagen is Merc's best yet

| GLC | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| GLC220d 4Matic | 602 260 | 5.5 | 143 | 8.3 | 4/2.1TD | 125 | 400 | A/9 |
| GLC250 4Matic | 609 620 | 7.1 | 166 | 7.3 | 4/2.0T | 155 | 350 | A/9 |
| GLC250d 4Matic | 622 260 | 5.5 | 143 | 7.6 | 4/2.1TD | 150 | 500 | A/9 |
| GLC300 4Matic | 660 748 | 7.6 | 177 | n/a | 4/2.0T | 175 | 370 | A/9 |

## VITO

**VERDICT** | Blue-collar V-Class is the business

| VITO | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 111CDI Tourer Pro | 516 272 | 6.3 | 163 | n/a | 4/1.6TD | 84 | 270 | M/6 |
| 114CDI Tourer Pro | 540 315 | 6.4 | 164 | n/a | 4/2.1TD | 100 | 330 | M/6 |
| 116CDI Tourer Pro | 572 348 | 5.8 | 154 | n/a | 4/2.1TD | 120 | 380 | M/6 |
| 116CDI Tourer Select | 676 088 | 5.8 | 154 | n/a | 4/2.1TD | 120 | 380 | M/6 |
| 119CDI Tourer Select | 744 386 | 5.8 | 153 | n/a | 4/2.1TD | 140 | 440 | A/7 |

## V-CLASS

**VERDICT** | Now moving people more stylishly than ever

| V-CLASS | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| V200CDI | 695 981 | 6.5 | 171 | 14.7 | 4/2.1TD | 100 | 330 | M/6 |
| V200CDI auto | 719 981 | 6.1 | 159 | 13.6 | 4/2.1TD | 100 | 330 | A/7 |
| V220CDI | 726 875 | 6.1 | 159 | 12.5 | 4/2.1TD | 120 | 380 | M/6 |
| V220CDI auto | 750 875 | 5.9 | 154 | 11.5 | 4/2.1TD | 120 | 380 | A/7 |
| V250 BlueTec | 782 416 | 6.0 | 158 | 9.1 | 4/2.1TD | 140 | 440 | A/7 |
| V220CDI Avantgarde | 949 175 | 5.9 | 154 | 11.5 | 4/2.1TD | 120 | 380 | A/7 |
| V250 BlueTec Avantgarde | 984 196 | 6.0 | 158 | 9.1 | 4/2.1TD | 140 | 440 | A/7 |

## SLK

**VERDICT** | SLK values, now with added visual muscle

| SLK | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| SLK200 | 648 778 | 6.5 | 150 | 7.0 | 4/2.0T | 135 | 300 | M/6 |
| SLK200 auto | 667 688 | 6.6 | 154 | 6.9 | 4/2.0T | 135 | 300 | A/9 |
| SLK300 | 722 462 | 6.2 | 144 | 5.8 | 4/2.0T | 180 | 370 | A/9 |
| SLK350 | 856 022 | 7.2 | 167 | 5.6 | V6/3.5 | 225 | 370 | A/7 |
| Mercedes-AMG SLK55 | 1 113 595 | 8.4 | 195 | 4.6 | V8/5.5 | 310 | 540 | A/7 |

## E-CLASS SEDAN/ESTATE

**VERDICT** | Dramatic overhaul restores appeal

| E-CLASS | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| **sedan** | | | | | | | | |
| E200 | 635 778 | 5.8 | 150 | 7.9 | 4/2.0T | 135 | 300 | A/7 |
| E250 | 673 278 | 5.8 | 150 | 7.4 | 4/2.0T | 155 | 350 | A/7 |
| E250CDI | 681 642 | 5.2 | 136 | 7.5 | 4/2.1TD | 150 | 500 | A/7 |
| E300 BlueTec Hybrid | 835 000 | 4.2 | 119 | 7.5 | 4/2.1TDe | 170e | 590e | A/7 |
| E350 BlueTec | 841 096 | 6.0 | 157 | 6.6 | V6/3.0TD | 185 | 620 | A/7 |
| E400 | 867 469 | 7.9 | 185 | 5.3 | V6/3.0T | 245 | 480 | A/7 |
| E500 | 1 095 031 | 8.9 | 209 | 4.9 | V8/4.7T | 300 | 600 | A/7 |
| Mercedes-AMG E63 | 1 502 986 | 9.8 | 230 | 4.2 | V8/5.5T | 410 | 720 | S/7 |
| Mercedes-AMG E63 S | 1 644 591 | 9.9 | 232 | 4.1 | V8/5.5T | 430 | 800 | S/7 |
| **estate** | | | | | | | | |
| E250 | 732 494 | 6.3 | 156 | 7.8 | 4/2.0T | 155 | 350 | A/7 |

## E-CLASS COUPÉ/CABRIOLET

**VERDICT** | Mixes prestige with power and efficiency

| E-CLASS | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| **coupé** | | | | | | | | |
| E250 | 663 557 | 6.1 | 142 | 7.1 | 4/2.0T | 155 | 350 | A/7 |
| E250 Sport Edition | 688 057 | 6.1 | 142 | 7.1 | 4/2.0T | 155 | 350 | A/7 |
| E250CDI | 684 123 | 4.9 | 129 | 7.3 | 4/2.1TD | 150 | 500 | A/7 |
| E250CDI Sport Edition | 708 623 | 4.9 | 129 | 7.3 | 4/2.1TD | 150 | 500 | A/7 |
| E400 | 885 348 | 7.6 | 177 | 5.2 | V6/3.0T | 245 | 480 | A/7 |
| E400 Sport Edition | 909 848 | 7.6 | 177 | 5.2 | V6/3.0T | 245 | 480 | A/7 |
| E500 | 1 074 431 | 8.9 | 209 | 4.8 | V8/4.7T | 300 | 600 | A/7 |
| E500 V8 Edition | 1 109 431 | 8.9 | 209 | 4.8 | V8/4.7T | 300 | 600 | A/7 |
| **cabriolet** | | | | | | | | |
| E250 | 749 278 | 6.5 | 150 | 7.5 | 4/2.0T | 155 | 350 | A/7 |
| E250 Sport Edition | 773 778 | 6.5 | 150 | 7.5 | 4/2.0T | 155 | 350 | A/7 |
| E400 | 980 869 | 7.9 | 185 | 5.3 | V6/3.0T | 245 | 480 | A/7 |
| E400 Sport Edition | 1 005 369 | 7.9 | 185 | 5.3 | V6/3.0T | 245 | 480 | A/7 |
| E500 | 1 144 142 | 9.1 | 213 | 4.9 | V8/4.7T | 300 | 600 | A/7 |
| E500 V8 Edition | 1 179 142 | 9.1 | 213 | 4.9 | V8/4.7T | 300 | 600 | A/7 |

## CLS

**VERDICT** | Drives better, looks worse

| CLS | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| CLS250CDI | 807 447 | 5.3 | 138 | 7.5 | 4/2.1TD | 150 | 500 | A/9 |
| CLS350 BlueTec | 948 857 | 5.4 | 142 | 6.5 | V6/3.0TD | 190 | 370 | A/9 |
| CLS400 | 947 353 | 7.3 | 170 | 5.3 | V6/3.0T | 245 | 480 | A/7 |
| CLS500 | 1 195 305 | 8.5 | 199 | 4.8 | V8/4.7T | 300 | 600 | A/9 |
| Mercedes-AMG CLS63 S | 1 707 389 | 9.9 | 231 | 4.1 | V8/5.5T | 430 | 800 | S/7 |

## GLE

**VERDICT** | The ML is no longer. Welcome the new GLE

| GLE | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| GLE250d | 866 694 | 5.9 | 156 | 8.6 | 4/2.1TD | 150 | 500 | A/9 |
| GLE350d | 970 053 | 6.6 | 179 | 7.1 | V6/3.0TD | 190 | 620 | A/9 |
| GLE400 | 968 747 | 9.2 | 215 | 6.1 | V6/3.0T | 245 | 480 | A/7 |
| GLE500 | 1 181 287 | 11.5 | 269 | 5.3 | V8/4.7T | 320 | 700 | A/7 |
| Mercedes-AMG GLE63 | 1 726 006 | 11.8 | 276 | 4.3 | V8/5.5T | 410 | 700 | A/7 |
| Mercedes-AMG GLE63 S | 1 855 006 | 11.8 | 276 | 4.2 | V8/5.5T | 430 | 760 | A/7 |

## GLE COUPÉ

**VERDICT** | Sportier, sleeker ML. Nobody mention X6

| GLE COUPÉ | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| GLE350d | 1 006 774 | 7.2 | 187 | 7.0 | V6/3.0TD | 190 | 620 | A/9 |
| GLE450 AMG | 1 110 057 | 9.4 | 219 | 5.7 | V6/3.0T | 270 | 520 | A/9 |
| Mercedes-AMG GLE63 S | 1 876 111 | 11.9 | 278 | 4.2 | V8/5.5T | 430 | 760 | A/7 |

## GL

**VERDICT** | Classy, go-anywhere 7-seater waftmobile

| GL | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| GL350 BlueTec | 1 163 031 | 8.0 | 209 | 7.9 | V6/3.0TD | 190 | 620 | A/7 |
| GL500 | 1 324 387 | 11.5 | 269 | 5.4 | V8/4.7T | 320 | 700 | A/7 |
| GL63 AMG | 1 991 537 | 12.3 | 288 | 5.48 | V8/5.5T | 410 | 760 | A/7 |

## G-CLASS

**VERDICT** | For those who appreciate a high diff count

| G-CLASS | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| G300CDI Professional | 1 053 986 | 11.7 | 307 | 12.3 | V6/3.0TD | 135 | 400 | A/5 |
| G350d | 1 432 467 | 9.9 | 261 | 8.8 | V6/3.0TD | 180 | 600 | A/7 |
| Mercedes-AMG G63 | 2 176 725 | 13.8 | 322 | 5.4 | V8/5.5T | 420 | 760 | A/7 |
| Mercedes-AMG G63 Edition 463 | 2 301 725 | 13.8 | 322 | 5.4 | V8/5.5T | 420 | 760 | A/7 |

## SL

**VERDICT** | Nothing says 'I've arrived' like an SL

| SL | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| SL400 | 1 267 253 | 7.7 | 179 | 5.2 | V6/3.0T | 245 | 480 | A/7 |
| SL500 | 1 611 944 | 9.2 | 214 | 4.6 | V8/4.7T | 320 | 700 | A/7 |
| Mercedes-AMG SL63 | 2 152 789 | 9.9 | 231 | 4.2 | V8/5.5T | 430 | 900 | S/7 |
| Mercedes-AMG SL65 | 2 790 990 | 11.6 | 270 | 4.0 | V12/6.0T | 463 | 1000 | A/7 |

## S-CLASS

**VERDICT** | As usual, in the running for world's best car

| S-CLASS | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| **S-Class** | | | | | | | | |
| S350 BlueTec | 1 324 391 | 5.9 | 155 | 6.8 | V6/3.0TD | 190 | 620 | A/7 |
| S400 Hybrid | 1 338 901 | 6.8 | 159 | 6.8 | V6/3.5e | 245e | 370+e | A/7 |
| S500 | 1 721 742 | 9.1 | 213 | 4.8 | V8/4.7T | 335 | 700 | A/7 |
| Mercedes-AMG S63 | 2 361 204 | 10.1 | 237 | 4.4 | V8/5.5T | 430 | 900 | S/7 |
| **S-Class L** | | | | | | | | |
| S350 BlueTec L | 1 361 399 | 6.0 | 158 | 6.8 | V6/3.0TD | 190 | 620 | A/7 |
| S400 Hybrid L | 1 375 601 | 6.8 | 159 | 6.8 | V6/3.5e | 245e | 370+e | A/7 |
| S400 L | 1 371 054 | 7.7 | 179 | 5.3 | V6/3.0T | 245 | 480 | A/7 |
| S500 L | 1 760 442 | 9.1 | 213 | 4.8 | V8/4.7T | 335 | 700 | A/7 |
| S600 L | 2 271 574 | 11.3 | 264 | 4.6 | V12/6.0T | 390 | 830 | A/7 |
| Mercedes-AMG S63 L | 2 398 604 | 10.1 | 237 | 4.4 | V8/5.5T | 430 | 900 | S/7 |
| Mercedes-AMG S65 L | 2 972 813 | 11.9 | 279 | 4.3 | V12/6.0T | 463 | 1000 | A/7 |

## MERCEDES-AMG GT

**VERDICT** | Noise, emotion, beauty – the GT has it all

| AMG GT | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| GT | 1 651 850 | 9.3 | 216 | 4.0 | V8/4.0T | 340 | 600 | S/7 |
| GT S | 1 991 670 | 9.6 | 224 | 4.24 | V8/4.0T | 375 | 650 | S/7 |

## S-CLASS COUPÉ

**VERDICT** | Hyper-tech GT leans towards greatness

| S-CLASS COUPÉ | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| S500 | 1 921 618 | 8.8 | 204 | 4.6 | V8/4.7T | 335 | 700 | A/9 |
| Mercedes-AMG S63 coupé | 2 511 104 | 10.1 | 237 | 4.2 | V8/5.5T | 430 | 900 | S/7 |
| Mercedes-AMG S65 coupé | 3 087 013 | 11.9 | 279 | 4.1 | V12/6.0T | 463 | 1000 | S/7 |

# MERCEDES-MAYBACH

## S-CLASS

**VERDICT** | S-Class for Napoleon-syndrome bankers

| S-CLASS | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| Mercedes-Maybach S500 | 2 058 926 | 8.9 | 207 | 5.0 | V8/4.7T | 335 | 700 | A/9 |
| Mercedes-Maybach S600 | 2 565 800 | 11.7 | 274 | 5.0 | V12/6.0T | 390 | 830 | A/7 |

# MG

## MG3

**VERDICT** | MG plays Polo in custom clothing

| MG3 | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.5 | 159 900 | 5.9 | 138 | 11.5 | 4/1.5 | 78 | 135 | M/5 |
| 1.5 Wired | 185 900 | 5.9 | 138 | 11.5 | 4/1.5 | 78 | 135 | M/5 |
| 1.5 Style | 199 900 | 5.9 | 138 | 11.43 | 4/1.5 | 78 | 135 | M/5 |
| 1.5 Style R | 210 000 | 5.9 | 138 | n/a | 4/1.5 | 88 | 135 | M/5 |

## MG6

**VERDICT** | Made in China, compiled in England

| MG6 | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| **saloon** | | | | | | | | |
| 1.8T Comfort | 249 900 | 7.9 | 184 | 8.4 | 4/1.8T | 118 | 215 | M/5 |
| 1.8T R Comfort | 270 900 | 7.9 | 184 | 8.4 | 4/1.8T | 118 | 215 | M/5 |
| 1.8T Comfort RG Motorsport | 299 900 | 7.9 | 184 | n/a | 4/1.8T | 165 | 315 | M/5 |
| 1.8T Luxury | 259 900 | 7.9 | 184 | 8.4 | 4/1.8T | 118 | 215 | M/5 |
| 1.8T Deluxe | 289 900 | 7.9 | 184 | 8.4 | 4/1.8T | 118 | 215 | M/5 |
| 1.8T R Deluxe | 309 900 | 7.9 | 184 | 8.4 | 4/1.8T | 118 | 215 | M/5 |
| 1.8T Deluxe RG Motorsport | 330 900 | 7.9 | 184 | n/a | 4/1.8T | 165 | 315 | M/5 |
| **fastback** | | | | | | | | |
| 1.8T Comfort | 249 900 | 7.9 | 184 | 8.4 | 4/1.8T | 118 | 215 | M/5 |
| 1.8T R Comfort | 270 900 | 7.9 | 184 | 8.4 | 4/1.8T | 118 | 215 | M/5 |
| 1.8T Comfort RG Motorsport | 299 900 | 7.9 | 184 | n/a | 4/1.8T | 165 | 315 | M/5 |
| 1.8T Luxury | 259 900 | 7.9 | 184 | 8.4 | 4/1.8T | 118 | 215 | M/5 |
| 1.8T Deluxe | 289 900 | 7.9 | 184 | 8.4 | 4/1.8T | 118 | 215 | M/5 |
| 1.8T R Deluxe | 309 900 | 7.9 | 184 | 8.4 | 4/1.8T | 118 | 215 | M/5 |
| 1.8T Deluxe RG Motorsport | 330 900 | 7.9 | 184 | n/a | 4/1.8T | 165 | 315 | M/5 |

# MINI

## HATCH

**VERDICT** | All-new, but you'll have to get in to know

| HATCH | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| **3-door** | | | | | | | | |
| One | 259 800 | 4.9 | 113 | 9.9 | 3/1.2T | 75 | 180 | M/6 |
| Cooper | 303 500 | 4.7 | 110 | 7.9 | 3/1.5T | 100 | 230 | M/6 |
| Cooper auto | 320 400 | 4.9 | 115 | 7.8 | 3/1.5T | 100 | 230 | A/6 |
| Cooper S | 371 847 | 5.9 | 138 | 6.94 | 4/2.0T | 141 | 300 | M/6 |
| Cooper S auto | 387 618 | 5.5 | 127 | 6.7 | 4/2.0T | 141 | 300 | A/6 |
| John Cooper Works | 421 694 | 6.7 | 156 | 6.3 | 4/2.0T | 170 | 320 | M/6 |
| John Cooper Works auto | 441 436 | 5.8 | 134 | 5.88 | 4/2.0T | 170 | 320 | A/6 |
| **5-door** | | | | | | | | |
| One | 269 800 | 5.0 | 117 | 10.1 | 3/1.2T | 75 | 180 | M/6 |
| Cooper | 312 500 | 4.9 | 114 | 8.2 | 3/1.5T | 100 | 230 | M/6 |
| Cooper auto | 329 400 | 5.0 | 116 | 8.1 | 3/1.5T | 100 | 230 | A/6 |
| Cooper S | 383 052 | 6.0 | 140 | 6.9 | 4/2.0T | 141 | 300 | M/6 |
| Cooper S auto | 398 823 | 5.5 | 129 | 6.8 | 4/2.0T | 141 | 300 | A/6 |

## CLUBMAN

**VERDICT** | Six doors! Mini, my how you've grown

| CLUBMAN | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| Cooper | 343 000 | 5.1 | 118 | 9.1 | 3/1.5T | 100 | 230 | M/6 |
| Cooper auto | 359 900 | 5.1 | 118 | 9.1 | 3/1.5T | 100 | 230 | A/6 |
| Cooper S | 417 462 | 6.2 | 144 | 7.2 | 4/2.0T | 141 | 300 | M/6 |
| Cooper S auto | 434 436 | 5.8 | 134 | 7.1 | 4/2.0T | 141 | 300 | A/6 |

## CONVERTIBLE

**VERDICT** | The Mini with the most... headroom

| CONVERTIBLE | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| Cooper | 368 000 | 5.1 | 119 | 8.8 | 3/1.5 | 100 | 230 | M/6 |
| Cooper auto | 385 310 | 5.3 | 124 | 8.7 | 3/1.5 | 100 | 230 | A/6 |
| Cooper S | 435 360 | 6.2 | 143 | 7.2 | 4/2.0T | 141 | 300 | M/6 |
| Cooper S auto | 451 439 | 5.8 | 135 | 7.1 | 4/2.0T | 141 | 300 | A/6 |

## COUNTRYMAN

**VERDICT** | BMW X0.5

| COUNTRYMAN | PRICE | L/100 | CO2 | 0-100 | CYL/CC | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| Cooper | 343 283 | 6.5 | 152 | 10.5 | 4/1.6 | 90 | 160 | M/6 |
| Cooper auto | 362 748 | 7.6 | 177 | 11.6 | 4/1.6 | 90 | 160 | A/6 |
| Cooper S | 404 488 | 6.6 | 154 | 7.6 | 4/1.6T | 135 | 260 | M/6 |
| Cooper S auto | 423 543 | 7.5 | 175 | 7.9 | 4/1.6T | 135 | 260 | A/6 |
| John Cooper Works ALL4 | 501 272 | 8.0 | 186 | 7.0 | 4/1.6T | 160 | 280 | M/6 |
| John Cooper Works ALL4 auto | 518 890 | 8.3 | 193 | 7.0 | 4/1.6T | 160 | 280 | A/6 |

## PACEMAN

**VERDICT** | Less practical Countryman. Niche!

| PACEMAN | PRICE | L/100 | CO2 | 0-100 | CYL/CC | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| Cooper S | 404 488 | 6.6 | 154 | 7.5 | 4/1.6T | 135 | 260 | M/6 |
| Cooper S auto | 423 543 | 7.5 | 175 | 7.8 | 4/1.6T | 135 | 260 | A/6 |
| John Cooper Works ALL4 | 501 272 | 8.0 | 186 | 6.9 | 4/1.6T | 160 | 280 | M/6 |
| John Cooper Works ALL4 auto | 518 890 | 8.3 | 193 | 6.9 | 4/1.6T | 160 | 280 | A/6 |

# MITSUBISHI

## MIRAGE

**VERDICT** | No fighter jet, but fun, frugal and great value

| MIRAGE | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.2 GL | 134 900 | 4.9 | 115 | 11.7 | 3/1.2 | 57 | 100 | M/5 |
| 1.2 GLX | 144 900 | 4.9 | 115 | 11.7 | 3/1.2 | 57 | 100 | M/5 |
| 1.2 GLS | 154 900 | 4.9 | 115 | 11.7 | 3/1.2 | 57 | 100 | M/5 |

## ASX

**VERDICT** | Faces an uphill battle against Korean twins

| ASX | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 2.0 GL | 304 900 | 7.5 | 175 | 9.6 | 4/2.0 | 110 | 197 | M/5 |
| 2.0 GLX | 339 900 | 7.5 | 175 | 9.6 | 4/2.0 | 110 | 197 | M/5 |
| 2.0 GLS | 352 900 | 7.5 | 175 | 9.6 | 4/2.0 | 110 | 197 | M/5 |
| 2.0 GLS auto | 364 900 | 7.4 | 173 | 11.5 | 4/2.0 | 110 | 197 | C/V |

## TRITON

**VERDICT** | Looks divide, but competes on ability

| TRITON | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 2.5DI-D double cab | 359 900 | 8.3 | 216 | n/a | 4/2.5TD | 100 | 314 | M/5 |
| 2.5DI-D double cab Xtreme | 379 900 | 8.3 | 216 | n/a | 4/2.5TD | 100 | 314 | M/5 |
| 2.5DI-D 4x4 double cab | 429 900 | 8.6 | 225 | n/a | 4/2.5TD | 131 | 400 | M/5 |
| 2.5DI-D 4x4 double cab Xtreme | 449 900 | 8.6 | 225 | n/a | 4/2.5TD | 131 | 400 | M/5 |

## OUTLANDER

**VERDICT** | Grander, but not much better than old car

| OUTLANDER | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 2.4 GLS Exceed | 449 900 | 8.2 | 192 | 10.76 | 4/2.4 | 123 | 222 | C/V |

## PAJERO SPORT

**VERDICT** | Beats Fortuner in every area bar sales

| PAJERO SPORT | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 2.5DI-D auto | 464 900 | 8.5 | 225 | 12.0 | 4/2.5TD | 131 | 350 | A/5 |
| 2.5DI-D 4x4 | 499 900 | 7.8 | 206 | 11.0 | 4/2.5TD | 131 | 400 | M/5 |
| 2.5DI-D 4x4 auto | 514 900 | 8.5 | 225 | 12.0 | 4/2.5TD | 131 | 350 | A/5 |
| 2.5DI-D 4x4 Shogun auto | 514 900 | 8.5 | 225 | 12.0 | 4/2.5TD | 131 | 350 | A/5 |

## PAJERO

**VERDICT** | Been on the facelift train for far too long now

| PAJERO | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 3-door 3.2DI-D GLS | 589 900 | 10.1 | 245 | 12.0 | 4/3.2TD | 140 | 441 | A/5 |
| 5-door 3.2DI-D GLS | 659 900 | 10.1 | 245 | 12.3 | 4/3.2TD | 140 | 441 | A/5 |
| 5-door 3.2DI-D GLS Exceed | 679 900 | 10.1 | 245 | 12.3 | 4/3.2TD | 140 | 441 | A/5 |

# NISSAN

## MICRA

**VERDICT** | Decent package, cartoon style

| MICRA | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.2 Visia+ | 153 500 | 5.2 | 124 | 13.2 | 3/1.2 | 56 | 104 | M/5 |
| 1.5 Tekna | 185 600 | 6.3 | 150 | 9.78 | 4/1.5TD | 73 | 134 | M/5 |

## NP200

**VERDICT** | Few rivals means less pressure to perform

| NP200 | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.6i | 145 300 | 8.1 | 192 | n/a | 4/1.6 | 64 | 128 | M/5 |
| 1.6i pack | 163 400 | 8.1 | 192 | n/a | 4/1.6 | 64 | 128 | M/5 |
| 1.6i Stealth | 177 200 | 8.1 | 192 | n/a | 4/1.6 | 64 | 128 | M/5 |
| 1.6 16v S | 175 800 | 8.0 | 189 | n/a | 4/1.6 | 77 | 148 | M/5 |
| 1.6 16v SE | 204 900 | 8.0 | 189 | 11.39 | 4/1.6 | 77 | 148 | M/5 |
| 1.5dCi pack | 205 900 | 5.3 | 140 | n/a | 4/1.5TD | 63 | 200 | M/5 |
| 1.5dCi SE | 228 000 | 5.3 | 140 | n/a | 4/1.5TD | 63 | 200 | M/5 |

## ALMERA

**VERDICT** | Micra with a monster boot

| ALMERA | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.5 Acenta | 189 700 | 6.3 | 149 | n/a | 4/1.5 | 73 | 134 | M/5 |
| 1.5 Acenta auto | 201 700 | 7.2 | 171 | n/a | 4/1.5 | 73 | 134 | A/4 |
| 1.5 Activ | 199 900 | 6.3 | 149 | n/a | 4/1.5 | 73 | 134 | M/5 |
| 1.5 Activ auto | 211 800 | 7.2 | 171 | n/a | 4/1.5 | 73 | 134 | A/4 |

## SENTRA

**VERDICT** | Popular nameplate returns. Not much fanfare

| SENTRA | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.6 Acenta | 242 800 | 6.6 | 156 | n/a | 4/1.6 | 85 | 154 | M/5 |
| 1.6 Acenta auto | 266 700 | 6.2 | 149 | n/a | 4/1.6 | 85 | 154 | C/V |

## NV200 COMBI

**VERDICT** | People mover makes business sense

| NV200 COMBI | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.6i Visia | 290 500 | 7.3 | 169 | n/a | 4/1.6 | 81 | 153 | M/5 |
| 1.5dCi Visia | 317 500 | 5.1 | 134 | n/a | 4/1.5TD | 66 | 200 | M/5 |

## NP300 HARDBODY

**VERDICT** | No-frills worker bee

| NP300 HARDBODY | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 2.0 | 169 400 | 10.0 | 237 | n/a | 4/2.0 | 84 | 169 | M/5 |
| 2.5TDi | 199 500 | 8.0 | 211 | n/a | 4/2.5TD | 98 | 304 | M/5 |
| 2.5TDi Hi-rider | 271 800 | 8.0 | 211 | n/a | 4/2.5TD | 98 | 304 | M/5 |
| 2.4 4x4 | 275 900 | 11.1 | 261 | n/a | 4/2.4 | 105 | 205 | M/5 |
| 2.5TDi 4x4 | 306 700 | 9.4 | 247 | n/a | 4/2.5TD | 98 | 304 | M/5 |
| **double cab** | | | | | | | | |
| 2.5TDi Hi-rider | 341 500 | 8.8 | 233 | n/a | 4/2.5TD | 98 | 304 | M/5 |
| 2.4 Hi-rider | 322 400 | 11.0 | 259 | n/a | 4/2.4 | 105 | 205 | M/5 |
| 2.4 4x4 | 389 500 | 11.7 | 274 | n/a | 4/2.4 | 105 | 205 | M/5 |

## JUKE

**VERDICT** | Polo-sized crossover carves its own niche

| JUKE | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.2T Acenta | 266 400 | 5.6 | 129 | 11.82 | 4/1.2T | 85 | 190 | M/6 |
| 1.2T Acenta+ | 282 100 | 5.6 | 129 | 10.8 | 4/1.2T | 85 | 190 | M/6 |
| 1.5dCi Acenta+ | 304 400 | 4.2 | 109 | 12.09 | 4/1.5TD | 81 | 260 | M/6 |
| 1.6T Tekna | 330 800 | 6.0 | 159 | 7.46 | 4/1.6T | 140 | 240 | M/6 |
| 1.6T 4WD Tekna | 370 300 | 6.5 | 169 | 8.2 | 4/1.6T | 140 | 240 | C/V |

## QASHQAI

**VERDICT** | Retakes the compact crossover crown

| QASHQAI | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.2T Visia | 289 900 | 6.2 | 144 | 10.9 | 4/1.2T | 85 | 190 | M/6 |
| 1.2T Acenta | 320 500 | 6.2 | 144 | 11.12 | 4/1.2T | 85 | 190 | M/6 |
| 1.2T Acenta auto | 337 000 | 6.2 | 144 | 12.9 | 4/1.2T | 85 | 165 | C/V |
| 1.5dCi Acenta | 341 700 | 4.2 | 109 | 11.9 | 4/1.5TD | 81 | 260 | M/6 |
| 1.6T Acenta | 367 900 | 6.2 | 144 | 9.1 | 4/1.6T | 120 | 240 | M/6 |
| 1.6dCi Acenta auto | 395 400 | 4.9 | 129 | 11.1 | 4/1.6TD | 96 | 320 | C/V |
| 1.6dCi AWD Acenta | 396 700 | 5.3 | 139 | 10.5 | 4/1.6TD | 96 | 320 | M/6 |

## X-TRAIL

**VERDICT** | Not as utilitarian. Is that good or bad?

| X-TRAIL | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 2.0 XE | 329 900 | 8.3 | 197 | 11.1 | 4/2.0 | 106 | 200 | M/6 |
| 2.5 4x4 SE | 367 800 | 8.3 | 197 | 10.5 | 4/2.5 | 126 | 233 | C/V |
| 1.6dCi XE | 354 500 | 5.1 | 134 | 10.5 | 4/1.6TD | 96 | 320 | M/6 |
| 1.6dCi 4x4 SE | 392 200 | 5.3 | 139 | 11.0 | 4/1.6TD | 96 | 320 | M/6 |
| 1.6dCi 4x4 LE | 478 300 | 5.3 | 139 | 11.5 | 4/1.6TD | 96 | 320 | M/6 |

## NAVARA

**VERDICT** | Big boy makes fans easily. Replaced soon

| NAVARA | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| **KingCab** | | | | | | | | |
| 2.5dCi XE | 369 300 | 8.7 | 229 | 13.62 | 4/2.5TD | 106 | 356 | M/6 |
| 2.5dCi 4x4 XE | 414 500 | 9.0 | 238 | n/a | 4/2.5TD | 128 | 403 | M/6 |
| **double cab** | | | | | | | | |
| 2.5dCi XE | 387 100 | 8.7 | 229 | n/a | 4/2.5TD | 106 | 356 | M/6 |
| 2.5dCi 4x4 XE | 439 000 | 9.0 | 238 | n/a | 4/2.5TD | 128 | 403 | M/6 |
| 2.5dCi LE | 457 100 | 8.3 | 217 | n/a | 4/2.5TD | 128 | 403 | M/6 |
| 2.5dCi 4x4 LE auto | 524 200 | 9.0 | 238 | n/a | 4/2.5TD | 140 | 450 | A/5 |
| 3.0dCi V6 4x4 LE | 672 500 | 9.3 | 246 | 9.3 | V6/3.0TD | 170 | 550 | A/7 |

## LEAF

**VERDICT** | Not battery power to the people at this price

| LEAF | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| Leaf | 499 800 | 0.0 | 0 | 11.5 | e/elec | 80e | 254 | A/E |

## 370Z

**VERDICT** | Still a brilliant driver's car despite age

| 370Z | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| coupé | 659 700 | 10.5 | 248 | 5.3 | V6/3.7 | 245 | 363 | M/6 |
| coupé auto | 678 500 | 10.4 | 245 | 5.6 | V6/3.7 | 245 | 363 | A/7 |

## PATROL

**VERDICT** | Old-school 4x4, big on comfort and value

| PATROL | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 3.0DTi pick-up | 516 400 | 10.9 | 289 | n/a | 4/3.0TD | 110 | 371 | M/5 |
| 3.0Di GL | 605 000 | 10.8 | 287 | 18.8 | 4/3.0TD | 118 | 380 | M/5 |
| 4.8 GRX | 698 000 | 17.7 | 424 | 9.9 | 6/4.8 | 190 | 425 | A/5 |

## GT-R

**VERDICT** | Japan's sensational cyborg supercar

| GT-R | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| Premium Edition | 1 490 000 | 11.8 | 278 | 2.9 | V6/3.8T | 397 | 628 | D/6 |
| Black Edition | 1 542 000 | 11.8 | 278 | 2.9 | V6/3.8T | 397 | 628 | D/6 |

# OPEL

## ADAM

**VERDICT** | Fashion and fun – founder would be proud

| ADAM | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.4 | 191 800 | 5.3 | 125 | 11.5 | 4/1.4 | 74 | 130 | M/5 |
| 1.0T Jam | 214 200 | 5.1 | 119 | 9.9 | 3/1.0T | 85 | 170 | M/6 |
| 1.0T Glam | 236 000 | 5.1 | 119 | 9.9 | 3/1.0T | 85 | 170 | M/6 |
| Rocks 1.0T | 273 400 | 5.0 | 115 | 9.9 | 3/1.0T | 85 | 170 | M/6 |

## CORSA

**VERDICT** | Sharper dynamics, brilliant three-pot turbo

| CORSA | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.0T Essentia | 187 400 | 5.0 | 117 | 10.3 | 3/1.0T | 85 | 170 | M/6 |
| 1.0T Enjoy | 218 400 | 5.0 | 117 | 10.3 | 3/1.0T | 85 | 170 | M/6 |
| 1.0T Cosmo | 238 700 | 5.0 | 117 | 11.2 | 3/1.0T | 85 | 170 | M/6 |
| 1.4 Enjoy auto | 218 700 | 6.0 | 140 | 13.9 | 4/1.4 | 66 | 130 | A/6 |
| 1.4 Turbo Sport | 257 800 | 5.9 | 137 | 9.6 | 4/1.4T | 110 | 220 | M/6 |

## MOKKA

**VERDICT** | Sadly, it's a pricey, lethargic inbetweener

| MOKKA | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.4 Turbo Enjoy | 292 800 | 6.0 | 139 | 9.8 | 4/1.4T | 103 | 200 | M/6 |
| 1.4 Turbo Enjoy auto | 303 000 | 6.6 | 154 | 10.7 | 4/1.4T | 103 | 200 | A/6 |
| 1.4 Turbo Cosmo | 330 400 | 6.0 | 139 | 10.61 | 4/1.4T | 103 | 200 | M/6 |
| 1.4 Turbo Cosmo auto | 340 500 | 6.6 | 154 | 10.7 | 4/1.4T | 103 | 200 | A/6 |

## ASTRA

**VERDICT** | Capable and pretty but still no Golf

| ASTRA | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| **sedan** | | | | | | | | |
| 1.6 Essentia | 264 200 | 6.6 | 154 | 11.9 | 4/1.6 | 85 | 155 | M/5 |
| 1.4 Turbo Essentia | 276 000 | 5.9 | 139 | 10.1 | 4/1.4T | 103 | 200 | M/6 |
| 1.4 Turbo Enjoy | 287 400 | 5.9 | 139 | 10.1 | 4/1.4T | 103 | 200 | M/6 |
| 1.4 Turbo Enjoy auto | 297 900 | 6.6 | 154 | n/a | 4/1.4T | 103 | 200 | A/6 |
| 1.6 Turbo Cosmo | 308 600 | 6.8 | 159 | 8.7 | 4/1.6T | 132 | 266 | M/6 |
| **hatch** | | | | | | | | |
| 1.6 Essentia | 264 200 | 5.9 | 139 | 11.7 | 4/1.6 | 85 | 155 | M/5 |
| 1.4 Turbo Essentia | 276 000 | 5.9 | 138 | 9.9 | 4/1.4T | 103 | 200 | M/6 |
| 1.4 Turbo Enjoy | 287 400 | 5.9 | 138 | 9.9 | 4/1.4T | 103 | 200 | M/6 |
| 1.6 Turbo Sport | 323 100 | 6.8 | 159 | 8.5 | 4/1.6T | 132 | 266 | M/6 |
| **GTC / OPC** | | | | | | | | |
| GTC 1.6 Turbo Sport | 351 200 | 7.2 | 168 | 8.3 | 4/1.6T | 132 | 266 | M/6 |
| OPC | 496 300 | 8.1 | 189 | 6.2 | 4/2.0T | 206 | 400 | M/6 |

# PEUGEOT

## 107

**VERDICT** | Facelift banishes cheesy grin

| 107 | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.0 Urban | 144 000 | 4.3 | 99 | 13.5 | 3/1.0 | 50 | 93 | M/5 |
| 1.0 Trendy | 155 300 | 4.3 | 99 | 13.5 | 3/1.0 | 50 | 93 | M/5 |

## 208

**VERDICT** | Smaller, lighter, prettier and better than 207

| 208 | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.0 Pop Art | 159 900 | 4.4 | 102 | 14.0 | 3/1.0 | 50 | 95 | M/5 |
| 1.2 Active | 209 900 | 4.3 | 99 | 12.2 | 3/1.2 | 60 | 118 | M/5 |
| 1.2T GT Line | 269 900 | 4.5 | 103 | 9.6 | 3/1.2T | 81 | 205 | M/5 |
| 1.2T GT Line auto | 289 900 | 4.5 | 104 | 9.8 | 3/1.2T | 81 | 205 | A/6 |
| 3-door GTi | 309 900 | 5.9 | 139 | 6.8 | 4/1.6T | 147 | 275 | M/6 |

## 2008

**VERDICT** | High-riding, family- and Pug-friendly 208

| 2008 | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.6 Active | 259 900 | 5.9 | 135 | 9.5 | 4/1.6 | 88 | 160 | M/5 |
| 1.6 Allure | 287 900 | 5.9 | 135 | 9.5 | 4/1.6 | 88 | 160 | M/5 |

## 308

**VERDICT** | Serious contender for C-segment honours

| 308 | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.2T Active | 284 900 | 4.6 | 105 | 11.1 | 3/1.2T | 81 | 205 | M/5 |
| 1.2T GT Line | 335 900 | 4.8 | 110 | 9.6 | 3/1.2T | 96 | 230 | M/6 |
| 1.6T GT | 381 900 | 5.6 | 130 | 7.5 | 4/1.6T | 151 | 285 | M/6 |

## 3008

**VERDICT** | Decent to drive, but styling a dud

| 3008 | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.6 Access | 299 900 | 6.7 | 155 | 13.3 | 4/1.6 | 88 | 160 | M/5 |
| 1.6T Active | 349 900 | 6.9 | 159 | 8.9 | 4/1.6T | 115 | 240 | M/6 |
| 2.0HDi Allure | 428 900 | 6.1 | 159 | 10.2 | 4/2.0TD | 120 | 340 | A/6 |

## 508

**VERDICT** | Impressive overall package, lost in the crowd

| 508 | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.6T Active | 387 900 | 6.4 | 149 | 8.6 | 4/1.6T | 115 | 240 | M/6 |
| 1.6T Allure | 408 900 | 7.1 | 164 | 9.2 | 4/1.6T | 115 | 240 | A/6 |

## RCZ

**VERDICT** | A coupe that drives with plenty of verve

| RCZ | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.6T | 539 900 | 6.7 | 155 | 7.6 | 4/1.6T | 147 | 275 | M/6 |
| 1.6T auto | 542 900 | 7.3 | 168 | 8.4 | 4/1.6T | 115 | 240 | A/6 |

# PORSCHE

## BOXSTER

**VERDICT** | Brilliant in every way

| BOXSTER | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| Boxster | 771 000 | 7.9 | 183 | 5.7 | b6/2.7 | 195 | 280 | D/7 |
| Black Edition | 895 000 | 7.9 | 183 | 5.7 | b6/2.7 | 195 | 280 | D/7 |
| S | 815 000 | 8.2 | 190 | 5.0 | b6/3.4 | 232 | 360 | D/7 |
| GTS | 928 000 | 8.2 | 190 | 4.9 | b6/3.4 | 243 | 370 | D/7 |
| Spyder | 1 010 000 | 9.9 | 230 | 4.5 | b6/3.8 | 276 | 420 | M/6 |

## CAYMAN

**VERDICT** | The 911's worst nightmare

| CAYMAN | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| Cayman | 774 000 | 7.9 | 183 | 5.6 | b6/2.7 | 202 | 290 | D/7 |
| Black Edition | 896 000 | 7.9 | 183 | 5.6 | b6/2.7 | 202 | 290 | D/7 |
| S | 870 000 | 8.2 | 190 | 4.9 | b6/3.4 | 239 | 370 | D/7 |
| GTS | 998 000 | 8.2 | 190 | 4.56 | b6/3.4 | 250 | 380 | D/7 |
| GT4 | 1 136 000 | 10.3 | 238 | 4.4 | b6/3.8 | 283 | 420 | M/6 |

## MACAN

**VERDICT** | Rewrites the rules for a sporty SUV

| MACAN | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| S diesel | 862 000 | 6.3 | 159 | 6.3 | V6/3.0TD | 180 | 580 | D/7 |
| S | 873 000 | 9.0 | 204 | 5.4 | V6/3.0T | 250 | 460 | D/7 |
| GTS | TBA | 9.2 | 215 | 5.2 | V6/3.0T | 265 | 500 | D/7 |
| turbo | 1 239 000 | 9.2 | 208 | 4.8 | V6/3.6T | 294 | 550 | D/7 |

## CAYENNE

**VERDICT** | Who's laughing now? Get your order in quick

| CAYENNE | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| Cayenne | 852 000 | 9.2 | 215 | 7.7 | V6/3.6 | 220 | 400 | A/8 |
| diesel | 921 000 | 6.6 | 173 | 7.3 | V6/3.0TD | 180 | 550 | A/8 |
| S | 986 000 | 9.5 | 223 | 5.5 | V6/3.6T | 309 | 550 | A/8 |
| S diesel | 1 151 000 | 8.0 | 209 | 5.4 | V8/4.1TD | 283 | 850 | A/8 |
| S e-hybrid | 1 254 000 | 3.4 | 79 | 5.9 | V6/3.0Se | 306e | 590e | A/8 |
| GTS | 1 176 000 | 10.0 | 234 | 5.2 | V6/3.6T | 324 | 600 | A/8 |
| turbo | 1 760 000 | 11.2 | 261 | 4.5 | V8/4.8T | 382 | 750 | A/8 |
| turbo S | 2 255 000 | 11.5 | 267 | 4.1 | V8/4.8T | 419 | 800 | A/8 |

## PANAMERA

**VERDICT** | It's a proper Porsche, but not as you know it

| PANAMERA | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| Panamera | 1 011 000 | 8.4 | 196 | 6.3 | V6/3.6 | 228 | 400 | D/7 |
| diesel | 1 034 000 | 6.4 | 169 | 6.0 | V6/3.0TD | 221 | 650 | D/8 |
| 4 | 1 051 000 | 8.7 | 203 | 6.1 | V6/3.6 | 228 | 400 | D/7 |
| S | 1 287 000 | 8.7 | 204 | 5.1 | V6/3.0T | 309 | 520 | D/7 |
| S e-hybrid | 1 293 000 | 3.1 | 71 | 5.5 | V6/3.0Se | 306e | 590e | D/8 |
| 4S | 1 329 000 | 8.9 | 208 | 4.8 | V6/3.0T | 309 | 520 | D/7 |
| GTS | 1 489 000 | 10.7 | 249 | 4.4 | V8/4.8 | 324 | 520 | D/7 |
| turbo | 2 118 000 | 10.2 | 239 | 4.1 | V8/4.8T | 382 | 770 | D/7 |
| turbo S | 2 591 000 | 10.2 | 239 | 3.8 | V8/4.8T | 419 | 800 | D/7 |

## 911

**VERDICT** | Iconic Porsche in the best shape of its life

| 911 | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| **coupé** | | | | | | | | |
| Carrera | 1 230 000 | 7.4 | 169 | 4.4 | b6/3.0T | 272 | 450 | D/7 |
| Carrera 4 | 1 352 000 | 8.7 | 201 | 4.5 | b6/3.0T | 272 | 450 | D/7 |
| Carrera S | 1 386 000 | 7.7 | 174 | 4.1 | b6/3.0T | 309 | 500 | D/7 |
| Carrera 4S | 1 489 000 | 8.9 | 204 | 4.2 | b6/3.0T | 309 | 500 | D/7 |
| GT3 RS | 2 771 000 | 12.7 | 296 | 3.3 | b6/4.0 | 368 | 460 | D/7 |
| turbo | 2 439 000 | 9.7 | 227 | 3.2 | b6/3.8T | 383 | 660 | D/7 |
| turbo S | 2 890 000 | 9.7 | 227 | 3.1 | b6/3.8T | 412 | 750 | D/7 |
| **targa** | | | | | | | | |
| targa 4 | 1 411 000 | 8.9 | 206 | 4.7 | b6/3.0T | 272 | 450 | D/7 |
| targa 4S | 1 613 000 | 9.0 | 208 | 4.4 | b6/3.0T | 309 | 500 | D/7 |
| **cabriolet** | | | | | | | | |
| Carrera | 1 372 000 | 7.5 | 172 | 4.6 | b6/3.0T | 272 | 450 | D/7 |
| Carrera 4 | 1 477 000 | 8.9 | 206 | 4.7 | b6/3.0T | 272 | 450 | D/7 |
| Carrera S | 1 510 000 | 7.8 | 178 | 4.3 | b6/3.0T | 309 | 500 | D/7 |
| Carrera 4S | 1 613 000 | 9.0 | 208 | 4.4 | b6/3.0T | 309 | 500 | D/7 |
| turbo | 2 565 000 | 9.9 | 231 | 3.3 | b6/3.8T | 383 | 660 | D/7 |
| turbo S | 3 072 000 | 9.9 | 231 | 3.2 | b6/3.8T | 412 | 750 | D/7 |

# RENAULT

## SANDERO

**VERDICT** | Top of the value pile

| SANDERO | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 66kW turbo Expression | 130 900 | 5.2 | 119 | 11.1 | 3/0.9T | 66 | 135 | M/5 |
| 66kW turbo Dynamique | 154 900 | 5.2 | 119 | 13.28 | 3/0.9T | 66 | 135 | M/5 |
| Stepway 66kW turbo | 176 900 | 5.4 | 124 | 11.1 | 3/0.9T | 66 | 135 | M/5 |

## CLIO

**VERDICT** | Style, value, kit and turbo-tech

| CLIO | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 55kW Authentique | 172 900 | 5.5 | 127 | 15.4 | 4/1.2 | 55 | 107 | M/5 |
| 66kW turbo Blaze | 179 900 | 4.5 | 105 | 12.2 | 3/0.9T | 70 | 150 | M/5 |
| 66kW turbo Expression | 202 900 | 4.5 | 104 | 12.84 | 3/0.9T | 70 | 135 | M/5 |
| 66kW turbo Dynamique | 221 900 | 4.5 | 104 | 12.2 | 3/0.9T | 70 | 135 | M/5 |
| 66kW turbo GT-Line | 229 900 | 4.5 | 105 | 12.2 | 3/0.9T | 70 | 150 | M/5 |
| 88kW turbo Expression auto | 234 900 | 5.2 | 120 | 9.4 | 4/1.2T | 88 | 190 | D/6 |
| RS 200 Lux | 312 900 | 6.3 | 144 | 6.7 | 4/1.6T | 147 | 240 | D/6 |
| RS 200 Cup | 342 900 | 6.3 | 144 | 6.7 | 4/1.6T | 147 | 240 | D/6 |

## DUSTER

**VERDICT** | Value and rugged capability – a clean sweep

| DUSTER | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.6 Expression | 215 900 | 7.6 | 177 | 11.5 | 4/1.6 | 77 | 148 | M/5 |
| 1.6 Dynamique | 234 900 | 7.6 | 177 | 11.5 | 4/1.6 | 77 | 148 | M/5 |
| 1.5dCi Dynamique | 255 900 | 4.8 | 127 | 12.36 | 4/1.5TD | 80 | 240 | M/6 |
| 1.5dCi Dynamique 4WD | 272 900 | 5.2 | 135 | 12.8 | 4/1.5TD | 80 | 240 | M/6 |

## CAPTUR
**VERDICT** | Stylish and versatile but slow and dull to drive

| CAPTUR | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 66kW turbo Expression | 222 900 | 4.9 | 115 | 12.9 | 3/0.9T | 66 | 135 | M/5 |
| 66kW turbo Dynamique | 242 900 | 4.9 | 115 | 12.9 | 3/0.9T | 66 | 135 | M/5 |
| 88kW turbo Dynamique auto | 283 900 | 5.4 | 125 | 11.57 | 4/1.2T | 88 | 190 | D/6 |

## FLUENCE
**VERDICT** | A lot of car for not a lot of dosh

| FLUENCE | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.6 Expression | 244 900 | 6.8 | 155 | 11.5 | 4/1.6 | 82 | 151 | M/5 |
| 2.0 Dynamique | 289 900 | 7.9 | 182 | 9.9 | 4/2.0 | 103 | 195 | M/6 |
| 2.0 Dynamique auto | 299 900 | 7.7 | 178 | 10.1 | 4/2.0 | 103 | 195 | C/V |

## MÉGANE
**VERDICT** | Another facelift for rapidly ageing Frenchie

| MÉGANE | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| **hatch** | | | | | | | | |
| 81kW Dynamique | 262 900 | 6.9 | 159 | 10.5 | 4/1.6 | 81 | 151 | M/6 |
| 97kW turbo GT Line | 292 900 | 5.4 | 124 | 9.7 | 4/1.2T | 97 | 225 | M/6 |
| 162kW turbo GT | 342 900 | 7.3 | 169 | 6.71 | 4/2.0T | 162 | 340 | M/6 |
| **coupé** | | | | | | | | |
| 81kW Dynamique | 262 900 | 6.9 | 159 | 10.5 | 4/1.6 | 81 | 151 | M/6 |
| 97kW turbo GT Line | 292 900 | 5.4 | 124 | 9.7 | 4/1.2T | 97 | 225 | M/6 |
| 162kW turbo GT | 342 900 | 7.3 | 169 | 7.6 | 4/2.0T | 162 | 340 | M/6 |
| RS Lux 265 | 389 900 | 8.2 | 190 | 6.51 | 4/2.0T | 195 | 360 | M/6 |
| RS Trophy 275 | 449 900 | 7.5 | 174 | 6.0 | 4/2.0T | 201 | 360 | M/6 |

## KOLEOS
**VERDICT** | Capable soft-roader. Replaced soon

| KOLEOS | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 2.5 Dynamique | 339 900 | 9.6 | 230 | 9.0 | 4/2.5 | 126 | 226 | M/6 |
| 2.5 4x4 Dynamique | 369 900 | 9.9 | 237 | 9.57 | 4/2.5 | 126 | 226 | M/6 |
| 2.5 4x4 Dynamique auto | 399 900 | 9.6 | 228 | n/a | 4/2.5 | 126 | 226 | C/V |

# ROLLS-ROYCE

## GHOST
**VERDICT** | World's second grandest luxury car

| GHOST | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| Ghost | POA | 14.0 | 327 | 4.9 | V12/6.6T | 420 | 780 | A/8 |
| Extended Wheelbase | POA | 14.1 | 329 | 5.0 | V12/6.6T | 420 | 780 | A/8 |

## WRAITH
**VERDICT** | World's grandest luxury coupe

| WRAITH | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| Wraith | POA | 14.0 | 327 | 4.6 | V12/6.6T | 465 | 800 | A/8 |

## DAWN
**VERDICT** | World's grandest luxury cabriolet

| DAWN | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| Dawn | POA | 14.2 | 330 | 4.9 | V12/6.6T | 420 | 780 | A/8 |

## PHANTOM
**VERDICT** | World's grandest luxury car

| PHANTOM | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| Phantom | POA | 14.8 | 347 | 5.9 | V12/6.7 | 338 | 720 | A/8 |
| Extended Wheelbase | POA | 14.9 | 349 | 6.1 | V12/6.7 | 338 | 720 | A/8 |
| Coupé | POA | 14.8 | 347 | 5.8 | V12/6.7 | 338 | 720 | A/8 |
| Drophead Coupé | POA | 14.8 | 347 | 5.8 | V12/6.7 | 338 | 720 | A/8 |

# SMART

## FORTWO
**VERDICT** | Makes more sense in Rome than Parys

| fortwo | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.0 coupé mhd pure | 214 000 | 4.3 | 97 | 13.7 | 3/1.0 | 52 | 92 | S/5 |
| 1.0 coupé mhd pulse | 232 000 | 4.3 | 98 | 13.7 | 3/1.0 | 52 | 92 | S/5 |
| 1.0t cabrio passion | 249 000 | 4.9 | 115 | 10.7 | 3/1.0T | 62 | 120 | S/5 |

# SSANGYONG

## KORANDO
**VERDICT** | The reinvention of SsangYong

| KORANDO | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 2.0 | 324 995 | 7.5 | 175 | n/a | 4/2.0 | 110 | 197 | M/6 |

## ACTYON SPORTS
**VERDICT** | Radical facial surgery can't hide faults

| ACTYON SPORTS | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 2.3 4x4 high | 289 995 | 12.4 | 293 | n/a | 4/2.3 | 110 | 214 | M/5 |
| 2.0D high | 309 995 | 7.4 | 196 | n/a | 4/2.0TD | 114 | 360 | M/6 |
| 2.0D 4x4 Deluxe | 359 995 | 7.5 | 199 | n/a | 4/2.0TD | 114 | 360 | M/6 |

## REXTON W
**VERDICT** | The W stands for 'work of art', apparently

| REXTON W | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| RX270XDi | 394 995 | 8.6 | 228 | n/a | 5/2.7TD | 121 | 340 | M/5 |
| RX270XDi Deluxe | 449 995 | 9.0 | 242 | n/a | 5/2.7TD | 121 | 340 | A/5 |

# SUBARU

## XV
**VERDICT** | Raised-body Impreza is not without merit

| XV | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 2.0i | 323 000 | 8.0 | 189 | 10.5 | b4/2 | 110 | 196 | M/6 |
| 2.0i auto | 341 500 | 7.9 | 187 | 10.7 | b4/2 | 110 | 196 | C/V |
| 2.0i-S auto | 378 000 | 7.9 | 187 | 10.7 | b4/2 | 110 | 196 | C/V |

## FORESTER
**VERDICT** | 'Smarter, safer, further' maxim rings true

| FORESTER | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 2.0 X | 353 000 | 7.2 | 168 | 10.6 | b4/2 | 110 | 198 | M/6 |
| 2.5 X | 393 000 | 8.1 | 187 | 9.9 | b4/2.5 | 126 | 235 | C/V |
| 2.5 XS | 427 500 | 8.1 | 187 | 10.09 | b4/2.5 | 126 | 235 | C/V |
| 2.5 XS Premium | 472 000 | 8.1 | 187 | 9.9 | b4/2.5 | 126 | 235 | C/V |
| 2.0 XT | 543 000 | 8.5 | 197 | 7.41 | b4/2.0T | 177 | 350 | C/V |

## OUTBACK
**VERDICT** | Another great Scooby out on the fringes

| OUTBACK | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 2.5i-S Premium | 494 000 | 7.3 | 167 | 10.2 | b4/2.5 | 129 | 235 | C/V |
| 2.0D Premium | 544 000 | 6.3 | 165 | 9.9 | b4/2.0TD | 110 | 350 | C/V |
| 3.6 R-S Premium | 544 000 | 9.9 | 230 | 7.6 | b6/3.6 | 191 | 350 | C/V |

## LEGACY
**VERDICT** | Exterior bang up to date, interior left behind

| LEGACY | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 3.6 R-S Premium | 534 000 | 9.9 | 230 | 7.2 | b6/3.6 | 191 | 350 | C/V |

## WRX
**VERDICT** | Involving and fun. Rivals have better cabins

| WRX | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| WRX Premium | 484 000 | 9.2 | 213 | 6.85 | b4/2.0T | 197 | 350 | M/6 |
| WRX Premium auto | 499 500 | 8.6 | 199 | 6.3 | b4/2.0T | 197 | 350 | C/V |
| WRX STI Premium | 635 000 | 10.4 | 242 | 5.75 | b4/2.5T | 221 | 407 | M/6 |

# SUZUKI

## CELERIO
**VERDICT** | Three-pot Suzi is good value. Avoid the auto

| CELERIO | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.0 GA | 116 900 | 4.7 | 110 | 14.0 | 3/1.0 | 50 | 90 | M/5 |
| 1.0 GL | 131 900 | 4.7 | 110 | 14.0 | 3/1.0 | 50 | 90 | M/5 |
| 1.0 GL auto | 143 400 | 4.6 | 108 | 14.0 | 3/1.0 | 50 | 90 | S/5 |

## SPLASH
**VERDICT** | Shorter but taller than similarly priced Swift

| SPLASH | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.2 GA | 131 400 | 5.6 | 133 | 12.3 | 4/1.2 | 63 | 113 | M/5 |
| 1.2 GL | 141 400 | 5.6 | 133 | 12.3 | 4/1.2 | 63 | 113 | M/5 |
| 1.2 GL auto | 156 900 | 6.4 | 150 | n/a | 4/1.2 | 63 | 113 | A/4 |

## SWIFT
**VERDICT** | Fun, but battles to make a fresh impact

| SWIFT | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| **DZire sedan** | | | | | | | | |
| 1.2 GA | 136 900 | 5.2 | 124 | 12.6 | 4/1.2 | 63 | 113 | M/5 |
| 1.2 GL | 150 400 | 5.2 | 124 | 12.6 | 4/1.2 | 63 | 113 | M/5 |
| 1.2 GL auto | 165 900 | 5.9 | 140 | n/a | 4/1.2 | 63 | 113 | A/4 |
| **hatch** | | | | | | | | |
| 1.2 GA | 135 900 | 5.3 | 126 | 12.6 | 4/1.2 | 63 | 113 | M/5 |
| 1.2 GL | 148 400 | 5.7 | 126 | 12.6 | 4/1.2 | 63 | 113 | M/5 |
| 1.2 GL auto | 164 400 | 5.8 | 137 | n/a | 4/1.2 | 63 | 113 | A/4 |
| 1.4 GLS | 201 900 | 5.5 | 132 | 10.9 | 4/1.4 | 70 | 130 | M/5 |
| 1.4 GLS auto | 216 900 | 6.2 | 147 | 12.3 | 4/1.4 | 70 | 130 | A/4 |
| 1.6 Sport | 241 900 | 6.5 | 153 | 8.7 | 4/1.6 | 100 | 160 | M/6 |

## CIAZ
**VERDICT** | Solid, conservative three-box. No real USP

| CIAZ | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.4 GL | 183 900 | 5.4 | 125 | n/a | 4/1.4 | 70 | 130 | M/5 |
| 1.4 GLX | 203 900 | 5.4 | 125 | n/a | 4/1.4 | 70 | 130 | M/5 |
| 1.4 GLX auto | 218 900 | 5.5 | 131 | n/a | 4/1.4 | 70 | 130 | A/4 |

## ERTIGA
**VERDICT** | Stretched Swift joins the 7-seater brigade

| ERTIGA | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.4 GA | 166 500 | 6.6 | 156 | n/a | 4/1.4 | 70 | 130 | M/5 |
| 1.4 GL | 186 500 | 6.6 | 156 | n/a | 4/1.4 | 70 | 130 | M/5 |
| 1.4 GL auto | 201 500 | 6.6 | 156 | n/a | 4/1.4 | 70 | 130 | A/4 |
| 1.4 GLX | 198 500 | 6.6 | 156 | n/a | 4/1.4 | 70 | 130 | M/5 |
| 1.4 GLX auto | 213 500 | 6.6 | 156 | n/a | 4/1.4 | 70 | 130 | A/4 |

## JIMNY
**VERDICT** | Frugal, affordable and immensely fun.

| JIMNY | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.3 | 229 900 | 7.2 | 171 | 12.48 | 4/1.3 | 63 | 110 | M/5 |
| 1.3 auto | 245 900 | 7.6 | 181 | 17.2 | 4/1.3 | 63 | 110 | A/4 |

## VITARA
**VERDICT** | Sensibly priced, well-built Duster buster

| VITARA | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.6 GL | 239 900 | 5.8 | 136 | n/a | 4/1.6 | 86 | 151 | M/5 |
| 1.6 GL+ | 269 900 | 5.8 | 136 | n/a | 4/1.6 | 86 | 151 | M/5 |
| 1.6 GL+ AllGrip | 291 900 | 5.8 | 136 | n/a | 4/1.6 | 86 | 151 | M/5 |
| 1.6 GLX auto | 299 900 | 6.0 | 139 | n/a | 4/1.6 | 86 | 151 | A/6 |
| 1.6 GLX AllGrip | 319 900 | 6.2 | 145 | n/a | 4/1.6 | 86 | 151 | M/5 |

## SX4
**VERDICT** | Larger, more refined. No crossover revolution

| SX4 | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.6 GL | 269 900 | 5.8 | 137 | 11.0 | 4/1.6 | 86 | 156 | M/5 |
| 1.6 GLX | 300 900 | 5.8 | 137 | 11.0 | 4/1.6 | 86 | 156 | M/5 |
| 1.6 GLX auto | 323 900 | 5.8 | 137 | 12.4 | 4/1.6 | 86 | 156 | C/V |
| 1.6 GLX AllGrip | 324 900 | 6.2 | 146 | 11.59 | 4/1.6 | 86 | 156 | M/5 |
| 1.6 GLX AllGrip auto | 346 900 | 6.2 | 146 | 13.5 | 4/1.6 | 86 | 156 | C/V |

## GRAND VITARA
**VERDICT** | Nip 'n tuck for evergreen soft-roader

| GRAND VITARA | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 2.4 Dune | 333 900 | 8.9 | 212 | 11.7 | 4/2.4 | 122 | 225 | M/5 |
| 2.4 Dune auto | 348 900 | 9.9 | 234 | 12.0 | 4/2.4 | 122 | 225 | A/4 |
| 2.4 Summit | 403 900 | 8.9 | 212 | 11.7 | 4/2.4 | 122 | 225 | M/5 |
| 2.4 Summit auto | 419 900 | 9.9 | 234 | 12.0 | 4/2.4 | 122 | 225 | A/4 |

# TATA

## INDICA
**VERDICT** | Entry-level motoring isn't fun

| INDICA | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.4 LGi | 113 995 | 7.4 | 168 | 12.8 | 4/1.4 | 55 | 110 | M/5 |
| 1.4 LGi Sport | 117 995 | 7.4 | 168 | 12.8 | 4/1.4 | 55 | 110 | M/5 |

## BOLT
**VERDICT** | Best, most refined Tata yet

| BOLT | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| hatch 1.2T XMS | 132 995 | 6.5 | 154 | n/a | 4/1.2T | 66 | 140 | M/5 |
| hatch 1.2T XT | 142 995 | 6.5 | 154 | n/a | 4/1.2T | 66 | 140 | M/5 |
| sedan 1.2T XMS | 142 995 | 6.5 | 154 | n/a | 4/1.2T | 66 | 140 | M/5 |
| sedan 1.2T XT | 152 995 | 6.5 | 154 | n/a | 4/1.2T | 66 | 140 | M/5 |

## VISTA
**VERDICT** | Life's much tougher in this price bracket

| VISTA | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.4 Ini Bounce | 129 995 | 6.7 | 159 | 14.0 | 4/1.4 | 55 | 114 | M/5 |
| 1.4 Ignis | 150 495 | 6.7 | 157 | 13.5 | 4/1.4 | 66 | 116 | M/5 |

## MANZA
**VERDICT** | Vista-with-a-boot is no looker

| MANZA | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.4 Ini | 144 995 | 6.4 | 151 | 13.5 | 4/1.4 | 66 | 116 | M/5 |
| 1.4 Ignis | 162 995 | 6.4 | 151 | 13.5 | 4/1.4 | 66 | 116 | M/5 |

## SUPER ACE
**VERDICT** | Could turn out to be Tata's trump card

| SUPER ACE EX2 | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.4TD DLS | 139 995 | 7.2 | 190 | n/a | 4/1.4TD | 52 | 135 | M/5 |
| 1.4TD DLE | 149 995 | 7.2 | 190 | n/a | 4/1.4TD | 52 | 135 | M/5 |

## WORKER
**VERDICT** | Apparently farmers are keen

| WORKER | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 3L 207 Di Turbo | 152 495 | n/a | n/a | n/a | 4/3.0TD | 53 | 225 | M/5 |

## XENON

**VERDICT** | Most of the Chinese bakkies do it better

| XENON | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 3.0L Fleetline | 162 495 | 10.0 | 264 | n/a | 4/3.0TD | 85 | 300 | M/5 |
| 3.0L DLE | 199 995 | 10.0 | 264 | n/a | 4/3.0TD | 85 | 300 | M/5 |
| XT 2.2L | 204 995 | 9.0 | 260 | n/a | 4/2.2TD | 110 | 320 | M/5 |
| XT 2.2L 4x4 | 264 995 | 9.0 | 260 | n/a | 4/2.2TD | 110 | 320 | M/5 |
| **double cab** | | | | | | | | |
| XT 2.2L | 259 995 | 9.0 | 260 | n/a | 4/2.2TD | 110 | 320 | M/5 |
| XT 2.2L 4x4 | 294 995 | 9.0 | 260 | n/a | 4/2.2TD | 110 | 320 | M/5 |

# TOYOTA

## AYGO

**VERDICT** | Cheap cross-faced tot is missing its toys

| AYGO | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.0 | 138 900 | 4.4 | 102 | 14.2 | 3/1.0 | 51 | 95 | M/5 |
| 1.0 X-play | 139 900 | 4.4 | 102 | 14.2 | 3/1.0 | 51 | 95 | M/5 |

## ETIOS

**VERDICT** | Sound mechanics, but still all about the badge

| ETIOS | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| hatch 1.5 Xi | 139 900 | 6.0 | 138 | 11.3 | 4/1.5 | 66 | 132 | M/5 |
| hatch 1.5 Xs | 149 400 | 6.0 | 138 | 11.3 | 4/1.5 | 66 | 132 | M/5 |
| sedan 1.5 Xi | 146 800 | 5.9 | 136 | 11.3 | 4/1.5 | 66 | 132 | M/5 |
| sedan 1.5 Xs | 156 100 | 5.9 | 136 | 11.3 | 4/1.5 | 66 | 132 | M/5 |
| Cross 1.5 Xs | 171 400 | 6.0 | 138 | 11.3 | 4/1.5 | 66 | 132 | M/5 |

## YARIS

**VERDICT** | Largely joyless, very pricey, no turbo

| YARIS | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.0 | 173 400 | 5.0 | 117 | 15.3 | 3/1.0 | 51 | 95 | M/5 |
| 1.3 | 200 400 | 5.6 | 131 | 11.7 | 4/1.3 | 73 | 125 | M/6 |
| 1.3 auto | 211 800 | 5.5 | 127 | 12.6 | 4/1.3 | 73 | 125 | C/V |
| Hybrid | 282 500 | 3.6 | 82 | 11.8 | 4/1.5e | 74e | 111+e | C/V |

## AVANZA

**VERDICT** | Still not pretty, but now more compelling

| AVANZA | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.3 S | 193 400 | 6.1 | 145 | n/a | 4/1.3 | 70 | 121 | M/5 |
| 1.3 SX | 208 500 | 6.1 | 145 | n/a | 4/1.3 | 70 | 121 | M/5 |
| 1.5 SX | 214 900 | 6.3 | 150 | n/a | 4/1.5 | 77 | 137 | M/5 |
| 1.5 SX auto | 231 600 | 6.7 | 160 | n/a | 4/1.5 | 77 | 137 | A/4 |
| 1.5 TX | 245 600 | 6.3 | 150 | n/a | 4/1.5 | 77 | 137 | M/5 |

## COROLLA QUEST

**VERDICT** | Old Corolla returns as a cut-price contender

| COROLLA QUEST | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.6 | 185 700 | 6.6 | 157 | 10.5 | 4/1.6 | 90 | 154 | M/6 |
| 1.6 auto | 199 900 | 6.3 | 150 | 11.1 | 4/1.6 | 90 | 154 | C/V |
| 1.6 Plus | 198 900 | 6.6 | 157 | 10.5 | 4/1.6 | 90 | 154 | M/6 |

## COROLLA

**VERDICT** | More style, more energy for SA's go-to sedan

| COROLLA | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.3 Esteem | 231 700 | 6.0 | 139 | 12.6 | 4/1.3 | 73 | 128 | M/6 |
| 1.3 Prestige | 249 600 | 6.0 | 139 | 12.6 | 4/1.3 | 73 | 128 | M/6 |
| 1.4D-4D Esteem | 261 200 | 4.5 | 119 | 12.5 | 4/1.4TD | 66 | 205 | M/6 |
| 1.4D-4D Prestige | 273 000 | 4.5 | 119 | 12.5 | 4/1.4TD | 66 | 205 | M/6 |
| 1.6 Esteem | 243 400 | 6.6 | 157 | 10.5 | 4/1.6 | 90 | 154 | M/6 |
| 1.6 Prestige | 259 200 | 6.6 | 157 | 10.5 | 4/1.6 | 90 | 154 | M/6 |
| 1.6 Prestige auto | 270 900 | 6.3 | 150 | 11.1 | 4/1.6 | 90 | 154 | C/V |
| 1.6 Sprinter | 268 800 | 6.6 | 157 | 10.5 | 4/1.6 | 90 | 154 | M/6 |
| 1.8 Prestige | 269 900 | 7.0 | 165 | n/a | 4/1.8 | 103 | 173 | M/6 |
| 1.8 Exclusive | 292 300 | 7.0 | 165 | n/a | 4/1.8 | 103 | 173 | M/6 |
| 1.8 Exclusive auto | 304 000 | 6.4 | 152 | 10.2 | 4/1.8 | 103 | 173 | C/V |

## AURIS

**VERDICT** | Sharper-suited Corolla hatch? Or-is it just us?

| AURIS | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.3 X | 228 200 | 5.8 | 134 | 12.6 | 4/1.3 | 73 | 128 | M/6 |
| 1.6 Xi | 254 100 | 6.2 | 145 | 10.0 | 4/1.6 | 97 | 160 | M/6 |
| 1.6 XS | 265 000 | 6.2 | 145 | 10.0 | 4/1.6 | 97 | 160 | M/6 |
| 1.6 XR | 293 500 | 6.2 | 145 | 9.55 | 4/1.6 | 97 | 160 | M/6 |
| 1.6 XR auto | 307 700 | 6.0 | 138 | 10.8 | 4/1.6 | 97 | 160 | C/V |
| Hybrid XR | 367 500 | 3.9 | 91 | 10.9 | 4/1.8e | 100e | 142+e | C/V |

## INNOVA

**VERDICT** | Vast, unsophisticated people-mover

| INNOVA | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 2.7 8-seater | 304 800 | 11.2 | 265 | n/a | 4/2.7 | 118 | 241 | M/5 |
| 2.7 7-seater | 324 000 | 11.2 | 265 | n/a | 4/2.7 | 118 | 241 | M/5 |

## 86

**VERDICT** | Light, simple, cheap, RWD fun. Brilliant

| 86 | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 2.0 standard | 350 100 | 7.8 | 181 | 7.6 | b4/2 | 147 | 205 | M/6 |
| 2.0 high | 393 800 | 7.8 | 181 | 7.35 | b4/2.0 | 147 | 205 | M/6 |
| 2.0 high auto | 413 700 | 7.1 | 164 | 7.79 | b4/2.0 | 147 | 205 | A/6 |

## HILUX

**VERDICT** | No longer the outright bakkie king

| HILUX | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 2.0 | 216 900 | n/a | n/a | n/a | 4/2.0 | 100 | 182 | M/5 |
| 2.0 S | 223 600 | n/a | n/a | n/a | 4/2.0 | 100 | 182 | M/5 |
| 2.5D-4D | 246 900 | n/a | n/a | n/a | 4/2.5TD | 75 | 200 | M/5 |
| 2.5D-4D S | 253 000 | n/a | n/a | n/a | 4/2.5TD | 75 | 200 | M/5 |
| 2.5D-4D SRX | 302 100 | n/a | n/a | n/a | 4/2.5TD | 75 | 260 | M/5 |
| 2.5D-4D 4x4 SRX | 361 300 | n/a | n/a | n/a | 4/2.5TD | 75 | 260 | M/5 |
| 2.7 Raider Legend 45 | 317 000 | n/a | n/a | n/a | 4/2.7 | 118 | 241 | M/5 |
| 3.0D-4D Raider Legend 45 | 364 400 | n/a | n/a | n/a | 4/3.0TD | 120 | 343 | M/5 |
| 3.0D-4D 4x4 Raider Legend 45 | 423 600 | n/a | n/a | n/a | 4/3.0TD | 120 | 343 | M/5 |
| **Xtra Cab** | | | | | | | | |
| 2.5D-4D SRX | 315 500 | n/a | n/a | n/a | 4/2.5TD | 75 | 260 | M/5 |
| 3.0D-4D Raider Legend 45 | 395 000 | n/a | n/a | n/a | 4/3.0TD | 120 | 343 | M/5 |
| 3.0D-4D 4x4 Raider Legend 45 | 454 500 | n/a | n/a | n/a | 4/3.0TD | 120 | 343 | M/5 |
| **double cab** | | | | | | | | |
| 2.7 Raider Legend 45 | 399 100 | 10.8 | 257 | n/a | 4/2.7 | 118 | 241 | M/5 |
| 2.5D-4D 4x4 SRX | 421 300 | 8.7 | 229 | n/a | 4/2.5TD | 75 | 260 | M/5 |
| 2.5D-4D Raider Legend 45 | 434 900 | 8.0 | 211 | n/a | 4/2.5TD | 106 | 343 | M/5 |
| 3.0D-4D Raider Legend 45 | 462 900 | 8.6 | 226 | n/a | 4/3.0TD | 120 | 343 | M/5 |
| 3.0D-4D Raider Legend 45 auto | 477 300 | 9.7 | 257 | n/a | 4/3.0TD | 120 | 343 | A/4 |
| 3.0D-4D 4x4 Raider Legend 45 | 523 300 | 8.6 | 226 | n/a | 4/3.0TD | 120 | 343 | M/5 |
| 3.0D-4D 4x4 Raider Legend 45 auto | 537 800 | 9.7 | 257 | n/a | 4/3.0TD | 120 | 343 | A/4 |
| 4.0 V6 Raider Legend 45 | 476 400 | 12.0 | 286 | n/a | V6/4 | 175 | 376 | A/5 |
| 4.0 V6 4x4 Raider Legend 45 | 563 900 | 12.0 | 286 | n/a | V6/4 | 175 | 376 | A/5 |

## RAV4

**VERDICT** | Back in the game after warming the bench

| RAV4 | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 2.0 GX | 317 800 | 7.7 | 179 | n/a | 4/2.0 | 107 | 187 | M/6 |
| 2.0 GX auto | 328 800 | 7.4 | 173 | n/a | 4/2.0 | 107 | 187 | C/V |
| 2.2D-4D AWD GX | 399 200 | 5.6 | 149 | n/a | 4/2.2TD | 110 | 340 | M/6 |
| 2.2D-4D AWD VX | 480 800 | 6.5 | 172 | n/a | 4/2.2TD | 110 | 340 | A/6 |
| 2.5 AWD VX | 450 700 | 8.5 | 198 | n/a | 4/2.5 | 132 | 233 | A/6 |

## QUANTUM

**VERDICT** | Struggles to shrug off taxi image

| QUANTUM | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 2.7 GL 10-seater bus | 415 800 | 13.8 | 327 | 18.4 | 4/2.7 | 111 | 241 | M/5 |
| 2.7 GL 14-seater bus | 431 700 | 14.3 | 339 | 20.7 | 4/2.7 | 111 | 241 | M/5 |
| 2.5D-4D GL 10-seater bus | 446 500 | 9.4 | 258 | 25.4 | 4/2.5TD | 75 | 260 | M/5 |
| 2.5D-4D GL 14-seater bus | 449 500 | 9.9 | 266 | 28.2 | 4/2.5TD | 75 | 260 | M/5 |

## FORTUNER

**VERDICT** | Well-priced and exceptionally capable

| FORTUNER | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 2.5D-4D | 399 500 | 8.0 | 211 | 11.2 | 4/2.5TD | 106 | 343 | M/5 |
| 2.5D-4D auto | 413 300 | 9.1 | 240 | n/a | 4/2.5TD | 106 | 343 | A/4 |
| 3.0D-4D | 480 000 | 8.5 | 226 | 11.3 | 4/3.0TD | 120 | 343 | M/5 |
| 3.0D-4D auto | 493 600 | 9.4 | 248 | 11.8 | 4/3.0TD | 120 | 343 | A/4 |
| 3.0D-4D Limited | 480 000 | 8.5 | 226 | 11.3 | 4/3.0TD | 120 | 343 | M/5 |
| 3.0D-4D Limited auto | 493 600 | 9.4 | 248 | 11.8 | 4/3.0TD | 120 | 343 | A/4 |
| 3.0D-4D 4x4 | 534 400 | 8.6 | 228 | 11.8 | 4/3.0TD | 120 | 343 | M/5 |
| 3.0D-4D 4x4 auto | 548 300 | 9.8 | 259 | 12.3 | 4/3.0TD | 120 | 343 | A/4 |
| 3.0D-4D 4x4 Limited | 534 400 | 8.6 | 228 | 11.8 | 4/3.0TD | 120 | 343 | M/5 |
| 3.0D-4D 4x4 Limited auto | 548 300 | 9.8 | 259 | 12.3 | 4/3.0TD | 120 | 343 | A/4 |
| 4.0 V6 | 513 000 | 12.7 | 303 | 9.7 | V6/4 | 175 | 376 | A/5 |
| 4.0 V6 4x4 | 567 200 | 13.0 | 309 | 9.7 | V6/4 | 175 | 376 | A/5 |

## PRIUS

**VERDICT** | Going this green is no fun

| PRIUS | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| HSD Exclusive | 447 700 | 4.1 | 94 | 10.4 | 4/1.8e | 100e | 142+e | C/V |

## LAND CRUISER 70 SERIES

**VERDICT** | When there's work to be done in the bush

| LAND CRUISER 70 SERIES | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 79 4.0 V6 | 485 400 | n/a | n/a | 12.6 | V6/4 | 170 | 360 | M/5 |
| 79 4.2D | 516 300 | n/a | n/a | 18.0 | 6/4.2D | 96 | 285 | M/5 |
| 79 4.5D-4D LX V8 | 590 800 | 11.6 | 306 | n/a | V8/4.5TD | 151 | 430 | M/5 |
| **double cab** | | | | | | | | |
| 79 4.0 V6 | 548 900 | 13.6 | 320 | 12.6 | V6/4.0 | 170 | 360 | M/5 |
| 79 4.2D | 575 700 | 13.0 | 343 | 20.08 | 6/4.2D | 96 | 285 | M/5 |
| 79 4.5D-4D LX V8 | 646 500 | 11.6 | 306 | n/a | V8/4.5TD | 151 | 430 | M/5 |
| **station wagon** | | | | | | | | |
| 76 4.5D-4D LX V8 | 661 100 | 11.6 | 306 | n/a | V8/4.5TD | 151 | 430 | M/5 |

## FJ CRUISER

**VERDICT** | Great retro looks. Needs less retro engine

| FJ CRUISER | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| FJ Cruiser | 526 800 | 11.4 | 267 | 8.61 | V6/4.0 | 200 | 380 | A/5 |
| FJ Sport Cruiser | 552 900 | 11.4 | 267 | 7.6 | V6/4.0 | 200 | 380 | A/5 |

## LAND CRUISER PRADO

**VERDICT** | Nothing to deter the off-road faithful

| LAND CRUISER PRADO | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 3.0DT TX | 700 600 | 8.5 | 226 | 11.7 | 4/3.0TD | 120 | 400 | A/5 |
| 4.0 VX | 797 900 | 11.5 | 266 | 10.9 | V6/4 | 202 | 381 | A/5 |
| 3.0DT VX | 800 200 | 8.5 | 226 | 12.04 | 4/3.0TD | 120 | 400 | A/5 |

## LAND CRUISER 200

**VERDICT** | Buy a 70 Series *and* a Fortuner instead

| LAND CRUISER 200 | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 4.5D-4D GX | 850 000 | 10.3 | 273 | 8.6 | V8/4.5TD | 173 | 615 | A/6 |
| 4.5D-4D VX | 1 141 700 | 10.3 | 273 | 8.6 | V8/4.5TD | 173 | 615 | A/6 |

# VOLKSWAGEN

## up!

**VERDICT** | Large on quality, small on price – people's car!

| up! | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| take up! 1.0 | 140 000 | 4.6 | 106 | 13.2 | 3/1.0 | 55 | 95 | M/5 |
| move up! 1.0 | 147 100 | 4.6 | 106 | 13.2 | 3/1.0 | 55 | 95 | M/5 |
| club up! 1.0 | 155 600 | 4.6 | 106 | 13.2 | 3/1.0 | 55 | 95 | M/5 |

## POLO VIVO

**VERDICT** | Breathing new life into old cars – a VW usp

| POLO VIVO | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| **hatch** | | | | | | | | |
| 1.4 Conceptline | 147 900 | 6.2 | 147 | 12.9 | 4/1.4 | 55 | 132 | M/5 |
| 1.4 Blueline | 154 400 | 5.8 | 138 | 13.5 | 4/1.4 | 55 | 126 | M/5 |
| 1.4 Street | 159 900 | 6.2 | 147 | 12.9 | 4/1.4 | 55 | 132 | M/5 |
| 1.4 Trendline | 163 300 | 6.2 | 147 | 12.2 | 4/1.4 | 63 | 132 | M/5 |
| 1.4 Eclipse | 172 300 | 6.2 | 147 | 12.2 | 4/1.4 | 63 | 132 | M/5 |
| 1.4 Trendline auto | 179 300 | 6.9 | 163 | 17.5 | 4/1.4 | 63 | 132 | A/6 |
| 1.6 Comfortline | 177 500 | 6.6 | 156 | 10.6 | 4/1.6 | 77 | 155 | M/5 |
| 1.6 GT | 184 900 | 6.6 | 157 | 10.6 | 4/1.6 | 77 | 155 | M/5 |
| Maxx 1.6 | 187 300 | 6.6 | 157 | 10.6 | 4/1.6 | 77 | 155 | M/5 |
| **sedan** | | | | | | | | |
| 1.4 Conceptline | 156 000 | 6.2 | 147 | 12.9 | 4/1.4 | 55 | 132 | M/5 |
| 1.4 Blueline | 161 500 | 5.8 | 138 | 13.5 | 4/1.4 | 55 | 126 | M/5 |
| 1.4 Trendline | 170 600 | 6.2 | 147 | 12.2 | 4/1.4 | 63 | 132 | M/5 |
| 1.4 Eclipse | 179 600 | 6.2 | 147 | 12.2 | 4/1.4 | 63 | 132 | M/5 |
| 1.4 Trendline auto | 186 600 | 6.9 | 163 | 17.5 | 4/1.4 | 63 | 132 | A/6 |
| 1.6 Trendline | 177 000 | 6.6 | 156 | 10.6 | 4/1.6 | 77 | 155 | M/5 |
| 1.6 Comfortline | 184 700 | 6.6 | 156 | 10.6 | 4/1.6 | 77 | 155 | M/5 |

## POLO

**VERDICT** | Locally built hatch brings quality to the masses

| POLO | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| **sedan** | | | | | | | | |
| 1.4 Trendline | 189 900 | 5.9 | 139 | 12.8 | 4/1.4 | 63 | 132 | M/5 |
| 1.4 Comfortline | 207 900 | 5.9 | 139 | 12.8 | 4/1.4 | 63 | 132 | M/5 |
| 1.6 Trendline | 204 900 | 6.0 | 143 | 11.1 | 4/1.6 | 77 | 155 | M/5 |
| 1.6 Comfortline | 219 900 | 6.0 | 143 | 11.1 | 4/1.6 | 77 | 155 | M/5 |
| 1.6 Comfortline auto | 234 900 | 6.5 | 154 | 12.3 | 4/1.6 | 77 | 155 | A/6 |
| 1.5TDI Comfortline | 247 200 | 4.9 | 128 | 11.2 | 4/1.5TD | 77 | 250 | M/5 |
| **hatch** | | | | | | | | |
| 1.2TSI Trendline | 204 900 | 4.9 | 117 | 10.8 | 4/1.2T | 66 | 160 | M/5 |
| 1.2TSI Comfortline | 229 300 | 4.9 | 117 | 10.8 | 4/1.2T | 66 | 160 | M/5 |
| 1.2TSI Highline | 250 400 | 5.1 | 120 | 9.9 | 4/1.2T | 81 | 175 | M/6 |
| 1.2TSI Highline auto | 266 400 | 5.1 | 122 | 9.3 | 4/1.2T | 81 | 175 | D/7 |
| 1.0TSI BlueMotion | 239 200 | 4.2 | 97 | 10.5 | 3/1.0T | 70 | 160 | M/5 |
| 1.4TDI Trendline | 226 900 | 4.1 | 108 | 12.9 | 3/1.4TD | 55 | 210 | M/5 |
| 1.4TDI Highline | 255 800 | 4.1 | 108 | 9.9 | 3/1.4TD | 77 | 250 | M/5 |
| CrossPolo 1.2TSI | 258 400 | 5.3 | 125 | 9.8 | 4/1.2T | 81 | 175 | M/6 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| CrossPolo 1.4TDI | 263 800 | 4.2 | 111 | 10.5 | 3/1.4TD | 77 | 250 | M/5 |
| GTI | 318 000 | 6.0 | 139 | 6.7 | 4/1.8T | 141 | 320 | M/6 |
| GTI auto | 334 000 | 5.6 | 129 | 6.7 | 4/1.8T | 141 | 250 | D/7 |

## CADDY

**VERDICT** | A practical wagon for *all* the folks

| CADDY | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 2.0TDI Trendline | 344 300 | 5.7 | 149 | 12.4 | 4/2.0TD | 81 | 280 | M/5 |
| Maxi 2.0TDI Trendline | 362 600 | 5.8 | 152 | 12.8 | 4/2.0TD | 81 | 280 | M/5 |
| Maxi 2.0TDI Trendline auto | 391 600 | 6.3 | 166 | 10.9 | 4/2.0TD | 103 | 320 | D/6 |
| Alltrack 2.0TDI | 358 200 | 5.7 | 149 | 12.4 | 4/2.0TD | 81 | 280 | M/5 |
| Alltrack 2.0TDI auto | 387 300 | 6.2 | 166 | 10.6 | 4/2.0TD | 103 | 320 | D/6 |

## JETTA

**VERDICT** | Quality from the top-drawer

| JETTA | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.6 Conceptline | 232 900 | 6.8 | 162 | n/a | 4/1.6 | 77 | 155 | M/5 |
| 1.2TSI Trendline | 266 400 | 5.1 | 117 | 10.7 | 4/1.2T | 77 | 175 | M/6 |
| 1.4TSI Trendline | 284 400 | 5.4 | 125 | 9.6 | 4/1.4T | 92 | 200 | M/6 |
| 1.4TSI Comfortline | 299 900 | 5.4 | 125 | 9.6 | 4/1.4T | 92 | 200 | M/6 |
| 1.4TSI Comfortline auto | 315 900 | 5.2 | 119 | 9.6 | 4/1.4T | 92 | 200 | D/7 |
| 1.4TSI Highline auto | 339 000 | 5.2 | 119 | 8.6 | 4/1.4T | 110 | 250 | D/7 |
| 1.6TDI Comfortline | 316 700 | 4.5 | 119 | 11.29 | 4/1.6TD | 77 | 250 | M/5 |
| 1.6TDI Comfortline auto | 332 700 | 4.7 | 123 | 11.7 | 4/1.6TD | 77 | 250 | D/7 |
| 2.0TDI Highline | 371 800 | 5.3 | 138 | 9.5 | 4/2.0TD | 103 | 320 | D/6 |

## BEETLE

**VERDICT** | Drives like Golf, looks like Beetle. Buy Scirocco

| BEETLE | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.2TSI Design | 289 000 | 5.9 | 137 | 10.84 | 4/1.2T | 77 | 175 | M/6 |
| 1.2TSI Club | 300 500 | 5.3 | 123 | 10.9 | 4/1.2T | 77 | 175 | M/6 |
| 1.4TSI Sport | 354 500 | 5.6 | 129 | 8.7 | 4/1.4T | 110 | 250 | M/6 |
| 1.4TSI Sport auto | 370 500 | 5.3 | 122 | 8.7 | 4/1.4T | 110 | 250 | D/7 |

## GOLF

**VERDICT** | Stratospheric refinement

| GOLF | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| **hatch** | | | | | | | | |
| 1.2TSI Trendline | 275 700 | 4.9 | 114 | 9.9 | 4/1.2T | 81 | 175 | M/6 |
| 1.4TSI Trendline | 292 700 | 5.2 | 120 | 9.1 | 4/1.4T | 92 | 200 | M/6 |
| 1.4TSI Comfortline | 311 100 | 5.2 | 120 | 9.1 | 4/1.4T | 92 | 200 | M/6 |
| 1.4TSI Comfortline auto | 327 100 | 5.0 | 119 | 9.1 | 4/1.4T | 92 | 200 | D/7 |
| 1.4TSI Highline | 336 300 | 5.2 | 120 | 8.2 | 4/1.4T | 110 | 250 | M/6 |
| 2.0TDI Comfortline | 333 100 | 4.6 | 120 | 10.5 | 4/2.0TD | 81 | 250 | M/5 |
| 2.0TDI Highline | 388 500 | 4.5 | 119 | 8.6 | 4/2.0TD | 110 | 320 | D/6 |
| GTI | 424 300 | 6.0 | 139 | 6.5 | 4/2.0T | 162 | 350 | M/6 |
| GTI auto | 440 300 | 6.4 | 148 | 6.5 | 4/2.0T | 162 | 350 | D/6 |
| GTI Performance auto | 460 300 | 6.4 | 149 | 6.4 | 4/2.0T | 169 | 350 | D/6 |
| R | 524 300 | 7.1 | 165 | 5.0 | 4/2.0T | 206 | 380 | M/6 |
| R auto | 540 300 | 6.9 | 159 | 5.26 | 4/2.0T | 206 | 380 | D/6 |
| **cabriolet** | | | | | | | | |
| 1.4TSI Comfortline | 354 300 | 5.5 | 127 | 9.9 | 4/1.4T | 92 | 200 | M/6 |
| 1.4TSI Comfortline auto | 370 300 | 5.4 | 124 | 9.9 | 4/1.4T | 92 | 200 | D/7 |
| 1.4TSI Highline auto | 419 800 | 5.3 | 123 | 8.8 | 4/1.4T | 110 | 250 | D/7 |
| GTI cabriolet | 470 300 | 6.5 | 152 | 6.9 | 4/2.0T | 162 | 350 | D/6 |

## GOLF SV

**VERDICT** | Roomier Golf guns for B-Class

| GOLF SV | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.2TSI Trendline | 294 600 | 5.1 | 117 | 10.7 | 4/1.2T | 81 | 175 | M/6 |
| 1.4TSI Comfortline | 327 300 | 5.4 | 125 | 9.9 | 4/1.4T | 92 | 200 | M/6 |
| 1.4TSI Comfortline auto | 343 300 | 5.2 | 121 | 9.9 | 4/1.4T | 92 | 200 | D/7 |
| 2.0TDI Comfortline | 349 300 | 4.6 | 120 | 10.5 | 4/2.0TD | 81 | 250 | M/5 |
| 2.0TDI Comfortline auto | 365 300 | 4.6 | 120 | 10.5 | 4/2.0TD | 81 | 250 | D/6 |

## TOURAN

**VERDICT** | The Golf for minivan-lovers

| TOURAN | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.2TSI Trendline | 313 200 | 6.4 | 149 | 11.9 | 4/1.2T | 77 | 175 | M/6 |
| 2.0TDI Trendline | 339 000 | 5.4 | 144 | 12.1 | 4/2.0TD | 81 | 250 | M/6 |
| 2.0TDI Trendline auto | 355 000 | 5.7 | 149 | 12.1 | 4/2.0TD | 81 | 250 | D/6 |
| 1.4TSI Highline | 360 800 | 6.8 | 159 | 9.5 | 4/1.4ST | 103 | 220 | M/6 |

## AMAROK

**VERDICT** | Brilliant leisure bakkie. 8-speed auto is genius

| AMAROK | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 2.0TDI | 281 600 | 7.6 | 199 | 13.2 | 4/2.0TD | 103 | 340 | M/6 |
| 2.0TDI 4Motion | 335 600 | 7.7 | 203 | 13.4 | 4/2.0TD | 103 | 340 | M/6 |
| 2.0TDI Trendline | 362 300 | 7.6 | 199 | 13.2 | 4/2.0TD | 103 | 340 | M/6 |
| 2.0BiTDI Trendline | 392 100 | 7.9 | 208 | 10.3 | 4/2.0TD | 132 | 400 | M/6 |
| 2.0TDI Trendline 4Motion | 412 300 | 7.7 | 203 | 13.4 | 4/2.0TD | 103 | 340 | M/6 |
| 2.0BiTDI Trendline 4Motion | 442 100 | 8.0 | 211 | 10.3 | 4/2.0TD | 132 | 400 | M/6 |
| **double cab** | | | | | | | | |
| 2.0TDI Trendline | 437 400 | 7.6 | 199 | 13.5 | 4/2.0TD | 103 | 340 | M/6 |
| 2.0TDI Trendline 4Motion | 488 400 | 7.7 | 203 | 13.7 | 4/2.0TD | 103 | 340 | M/6 |
| 2.0BiTDI Highline | 466 100 | 7.9 | 208 | 10.3 | 4/2.0TD | 132 | 400 | M/6 |
| 2.0BiTDI Highline auto | 483 600 | 8.2 | 216 | 10.6 | 4/2.0TD | 132 | 420 | A/8 |
| 2.0BiTDI Highline 4Motion | 517 100 | 8.0 | 211 | 10.6 | 4/2.0TD | 132 | 400 | M/6 |
| 2.0BiTDI Highline 4Motion auto | 534 600 | 8.3 | 219 | 10.9 | 4/2.0TD | 132 | 420 | A/8 |

## TRANSPORTER

**VERDICT** | ... surely the coolest double cab ever

| TRANSPORTER | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 2.0TDI 75kW | 291 000 | 7.6 | 198 | 15.2 | 4/2.0TD | 75 | 250 | M/5 |
| 2.0TDI 103kW | 332 700 | 7.8 | 198 | 12.4 | 4/2.0TD | 103 | 340 | M/6 |
| 2.0TDI 103kW auto | 350 200 | 8.2 | 217 | 12.3 | 4/2.0TD | 103 | 340 | D/7 |
| **double cab** | | | | | | | | |
| 2.0TDI double cab | 320 400 | 7.6 | 198 | 15.9 | 4/2.0TD | 75 | 250 | M/5 |
| 2.0BiTDI double cab | 379 300 | 7.8 | 206 | 10.3 | 4/2.0TD | 132 | 400 | M/6 |
| 2.0BiTDI 4Motion | 416 200 | 8.4 | 222 | 10.7 | 4/2.0TD | 132 | 400 | M/66 |

## SCIROCCO

**VERDICT** | A GTI in party garb

| SCIROCCO | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 2.0TSI Highline | 377 300 | 6.1 | 142 | 7.4 | 4/2.0T | 132 | 280 | M/6 |
| GTS | 447 800 | 6.4 | 148 | 6.9 | 4/2.0T | 162 | 350 | D/6 |
| R | 499 600 | 8.0 | 187 | 5.8 | 4/2.0T | 188 | 350 | D/6 |

## TIGUAN

**VERDICT** | Does everything really well

| TIGUAN | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.4TSI 90kW Trend&Fun | 340 900 | 6.5 | 152 | 10.9 | 4/1.4T | 90 | 200 | M/6 |
| 1.4TSI 118kW Trend&Fun | 377 900 | 6.7 | 156 | 9.3 | 4/1.4ST | 118 | 240 | M/6 |
| 1.4TSI 118kW Trend&Fun auto | 393 900 | 7.1 | 164 | 9.3 | 4/1.4ST | 118 | 240 | D/6 |
| 2.0TDI Trend&Fun | 369 000 | 5.3 | 139 | 11.9 | 4/2.0TD | 81 | 280 | M/6 |
| 2.0TDI 4Motion Trend&Fun | 436 400 | 6.5 | 172 | 10.7 | 4/2.0TD | 103 | 320 | D/7 |
| 2.0TDI 4Motion Track&Field | 462 200 | 6.5 | 172 | 10.7 | 4/2.0TD | 103 | 320 | D/7 |
| 2.0TDI 4Motion Sport&Style | 476 500 | 6.5 | 172 | 10.7 | 4/2.0TD | 103 | 320 | D/7 |
| 2.0TSI 4Motion Sport&Style | 499 200 | 8.8 | 205 | 7.61 | 4/2.0T | 155 | 280 | D/7 |

## PASSAT

**VERDICT** | Plays the executive like a pro

| PASSAT | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.4TSI Comfortline | 378 800 | 5.3 | 124 | 8.4 | 4/1.4T | 110 | 250 | M/6 |
| 1.4TSI Comfortline auto | 398 800 | 5.2 | 121 | 8.4 | 4/1.4T | 110 | 250 | D/7 |
| 1.8TSI Highline auto | 444 200 | 5.8 | 130 | 7.9 | 4/1.8T | 132 | 250 | D/7 |
| 2.0TSI R-Line auto | 476 800 | 6.2 | 143 | 6.7 | 4/2.0T | 162 | 350 | D/6 |

## CC

**VERDICT** | Merc CLS on the cheap

| CC | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| 1.8TSI | 422 600 | 7.1 | 165 | 8.5 | 4/1.8T | 118 | 250 | D/7 |
| 2.0TSI | 466 600 | 7.8 | 182 | 7.3 | 4/2.0T | 155 | 280 | D/6 |
| 2.0TDI | 468 300 | 5.2 | 137 | 8.4 | 4/2.0TD | 130 | 380 | D/6 |
| 3.6 V6 4Motion | 549 800 | 9.3 | 215 | 5.5 | V6/3.6 | 220 | 350 | D/6 |

## KOMBI / CARAVELLE / CALIFORNIA BEACH

**VERDICT** | The way we used to holiday

| KOMBI/CARAVELLE/CALIFORNIA BEACH | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| **Kombi** | | | | | | | | |
| 2.0TDI SWB Trendline | 474 800 | 7.2 | 190 | 17.9 | 4/2.0TD | 75 | 250 | M/5 |
| 2.0TDI LWB Trendline | 482 800 | 7.2 | 190 | 17.9 | 4/2.0TD | 75 | 250 | M/5 |
| 2.0TDI SWB Trendline auto | 502 900 | 8.0 | 211 | 14.7 | 4/2.0TD | 103 | 340 | D/7 |
| 2.0TDI SWB Comfortline | 550 200 | 7.5 | 198 | 14.2 | 4/2.0TD | 103 | 340 | M/6 |
| 2.0TDI SWB Comfortline auto | 567 700 | 8.0 | 211 | 14.7 | 4/2.0TD | 103 | 340 | D/7 |
| 2.0TDI LWB Comfortline | 558 200 | 7.5 | 198 | 14.2 | 4/2.0TD | 103 | 340 | M/6 |
| 2.0TDI LWB Comfortline auto | 575 700 | 8.0 | 211 | 14.7 | 4/2.0TD | 103 | 340 | D/7 |
| **Caravelle** | | | | | | | | |
| 2.0BiTDI | 704 500 | 7.8 | 206 | 11.4 | 4/2.0TD | 132 | 400 | M/6 |
| 2.0BiTDI auto | 723 000 | 8.1 | 214 | 11.3 | 4/2.0TD | 132 | 400 | D/7 |
| 2.0BiTDI 4Motion auto | 755 500 | 8.8 | 233 | 12.1 | 4/2.0TD | 132 | 400 | D/7 |
| **California Beach** | | | | | | | | |
| 2.0BiTDI 4Motion | 730 100 | 8.4 | 221 | 11.4 | 4/2.0TD | 132 | 400 | M/6 |
| 2.0BiTDI 4Motion auto | 748 600 | 8.8 | 233 | 12.1 | 4/2.0TD | 132 | 400 | D/7 |

## TOUAREG

**VERDICT** | Big, comfy, competent SUV

| TOUAREG | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| V6 Elegance | 734 900 | 10.9 | 259 | 7.8 | V6/3.6 | 206 | 360 | A/8 |
| V6 TDI Luxury | 822 500 | 7.2 | 189 | 7.8 | V6/3.0TD | 180 | 550 | A/8 |
| V6 TDI Escape | 847 800 | 7.3 | 193 | 7.8 | V6/3.0TD | 180 | 550 | A/8 |
| V8 TDI Executive | 1 020 000 | 9.1 | 239 | 5.8 | V8/4.1TD | 250 | 800 | A/8 |

# VOLVO

## V40

**VERDICT** | Convincingly plugs Volvo's hatch-shaped hole

| V40 | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| **V40** | | | | | | | | |
| T3 Kinetic | 322 900 | 5.5 | 127 | 8.3 | 4/2.0T | 112 | 250 | M/6 |
| T3 Momentum auto | 371 800 | 5.5 | 129 | 8.3 | 4/1.5T | 112 | 250 | A/6 |
| D2 Kinetic | 328 500 | 3.6 | 94 | 10.5 | 4/2.0TD | 88 | 280 | M/6 |
| T4 Momentum | 375 100 | 5.5 | 127 | 6.9 | 4/2.0T | 140 | 300 | M/6 |
| T4 Momentum auto | 394 000 | 5.5 | 128 | 6.9 | 4/2.0T | 140 | 300 | A/6 |
| D3 Momentum | 404 500 | 4.0 | 104 | 8.4 | 4/2.0TD | 110 | 320 | A/6 |
| D4 Momentum | 413 800 | 4.2 | 109 | 7.2 | 4/2.0TD | 140 | 400 | A/8 |
| T5 Momentum | 431 800 | 5.9 | 137 | 6.3 | 4/2.0T | 180 | 350 | A/8 |
| **V40 Cross Country** | | | | | | | | |
| T4 Momentum | 386 700 | 5.5 | 128 | 7.1 | 4/2.0T | 140 | 300 | M/6 |
| T4 Momentum auto | 405 600 | 5.6 | 129 | 7.1 | 4/2.0T | 140 | 300 | A/6 |
| D3 Momentum | 423 400 | 4.0 | 105 | 8.5 | 5/2.0TD | 110 | 320 | A/6 |
| D4 Momentum | 439 100 | 4.3 | 112 | 7.5 | 4/2.0TD | 140 | 400 | A/8 |
| T5 AWD Momentum | 474 800 | 6.4 | 149 | 6.1 | 4/2.0T | 180 | 350 | A/8 |

## S60

**VERDICT** | Takes Volvo up another gear

| S60 | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| T3 Kinetic | 370 600 | 5.6 | 131 | 8.6 | 4/2.0T | 112 | 250 | M/6 |
| T3 Momentum auto | 404 300 | 5.8 | 135 | 8.6 | 4/1.5T | 112 | 250 | A/6 |
| T4 Momentum | 437 900 | 5.8 | 134 | 7.2 | 4/2.0T | 140 | 300 | A/6 |
| D4 Momentum | 463 800 | 4.3 | 113 | 7.6 | 4/2.0TD | 140 | 400 | A/8 |
| T5 Momentum | 496 500 | 6.2 | 145 | 6.3 | 4/2.0T | 180 | 350 | A/8 |
| D5 Inscription | 537 300 | 4.5 | 119 | 6.4 | 4/2.0TD | 165 | 470 | A/8 |
| T6 Inscription | 561 600 | 6.4 | 149 | 5.9 | 4/2.0ST | 225 | 400 | A/8 |
| T6 AWD Polestar | 735 000 | 9.9 | 231 | 4.9 | 6/3.0T | 258 | 500 | A/6 |

## V60

**VERDICT** | A sexier, sportier, less useful Volvo wagon

| V60 | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| T3 Momentum | 421 600 | 5.9 | 138 | 8.7 | 4/1.5T | 112 | 250 | A/6 |
| T4 Momentum | 450 600 | 5.8 | 136 | 7.3 | 4/2.0T | 140 | 300 | A/6 |
| D4 Momentum | 473 600 | 4.4 | 116 | 7.7 | 4/2.0TD | 140 | 400 | A/8 |
| T5 Momentum | 509 400 | 6.4 | 149 | 6.4 | 4/2.0T | 180 | 350 | A/8 |
| D5 Inscription | 550 400 | 4.8 | 125 | 6.5 | 4/2.0TD | 165 | 470 | A/8 |
| T6 Inscription | 573 800 | 6.7 | 157 | 6.0 | 4/2.0ST | 225 | 400 | A/8 |

## V60 CROSS COUNTRY

**VERDICT** | V60 gets CC treatment. Yes, that's now a thing

| V60 CROSS COUNTRY | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| D4 AWD Momentum | 499 900 | 5.7 | 149 | 8.9 | 5/2.4TD | 140 | 420 | A/6 |
| T5 AWD Momentum | 533 500 | 8.5 | 198 | 7.1 | 5/2.5T | 187 | 360 | A/6 |

## XC70

**VERDICT** | Talented crossover estate is back

| XC70 | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| D5 AWD Inscription | 505 000 | 5.8 | 153 | 8.2 | 5/2.4TD | 162 | 440 | A/6 |

## XC60

**VERDICT** | Mixes it with the segment's best

| XC60 | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| T5 Momentum | 566 800 | 6.7 | 157 | 7.2 | 4/2.0T | 180 | 350 | A/8 |
| D4 Momentum | 571 500 | 4.7 | 124 | 8.1 | 4/2.0TD | 140 | 400 | A/8 |
| D5 AWD Momentum | 633 700 | 5.7 | 149 | 8.2 | 5/2.4TD | 162 | 440 | A/6 |
| T6 Momentum | 641 300 | 7.0 | 163 | 6.9 | 4/2.0ST | 225 | 400 | A/8 |

## XC90

**VERDICT** | A mega SUV achievement

| XC90 | PRICE | L/100 | CO2 | 0-100 | P/T | KW | NM | GEAR |
|---|---|---|---|---|---|---|---|---|
| D4 Momentum | 804 000 | 5.2 | 136 | 9.2 | 4/2.0TD | 140 | 400 | A/8 |
| D5 AWD Momentum | 853 200 | 5.8 | 152 | 7.8 | 4/2.0TD | 165 | 470 | A/8 |
| T5 AWD Momentum | 827 400 | 7.6 | 176 | 8.2 | 4/2.0T | 187 | 350 | A/8 |
| T6 AWD Momentum | 867 000 | 8.0 | 186 | 6.5 | 4/2.0ST | 235 | 400 | A/8 |
| T8 Twin Engine AWD Momentum | 1 005 100 | 2.1 | 49 | 5.6 | 4/2.0STe | 300 | 640e | A/8 |

YOUR RENAULT KING

# Spares 4 Africa

Quality used and replacement parts for:
**CITROEN & PEUGEOT**
**HYUNDAI & KIA**
**DAIHATSU**
**FORD & MAZDA**
**JAGUAR & MINI**
**RENAULT &VOLVO**

**Tel: 012 377 3667**/8 Fax: 012 377 3661
217 van der Hoff Road, Pretoria Gardens, Pretoria
E-mail: tele@spares4africa.co.za
www.spares4africa.co.za

JEEP USA
Used & Replacement Parts
CHRYSLER

Quality secondhand & replacement spares
For all makes and models of
**JEEP, CHRYSLER & DODGE VEHICLES**
521 Bosch Street, Hermanstad, Pretoria, 0082
**Tel: 012 377 1127**
Fax: 012 377 2230
Email: tele@spares4africa.co.za

AMS
ALL MERC SPARES
Specialists in quality used and Replacement parts for
**M/Benz Vito, Sprinter, Viano**
**& All models of Toyota vehicles**
184 van der Hermanstad, Pretoria
**Tel: 012 377 0627**
Fax: 086 275 7294
E-Mail: allmercspares@gmail.com
www.vitousedspares.co.za
www.toyotausedparts.co.za

MMS
**MERCEDES,BMW & AUDI**
USED & REPLACEMENT
PARTS SPECIALISTS

391 Moot Street, Hermanstad, Pretoria
**Tel: 012 377 0900/01/02**
Fax: 086 513 4621
admin2@majesticmotorspares.co.za

www.mercedesusedspares.co.za
www.bmwusedspares.co.za
www.audiusedspares.co.za

GERMAN SPARES WEST
Quality Used & Replacement
Parts for:
**VW - OPEL - CHEV**
209 Van Der Hoff Road
Pretoria Gardens
**TEL: 012 379 1305**/
012 306 8501
FAX: 012 379 1304
email: sales.germanspareswest
@gmail.com
Gauteng deliveries daily,
Nationwide deliveries
arranged on your behalf

**Cayenne GTS,** 2015, 4,450 km, white, black leather, R1 425 000

Towbar system with electrically deployable towball, panoramic roof system, roof rails painted in black, reversing camera including Park Assist front and rear, air suspension with self-levelling function and height adjustment including Porsche Active Suspension Management (PASM), Power steering Plus, 8-speed Tiptronic S inclusive Auto Start Stop function, Sport Chrono Package, 21-inch 911 Turbo Design wheel with wheel arch extensions, GTS Sports Seats (standard equipment), Porsche Communication Management (PCM) with navigation module, mobile phone preparation

Power: 324 kW (440 hp) • Torque: 600 Nm • 0-100 km/h in 5.1 seconds

## 5 reasons why Porsche Approved is your only way to an exceptional ownership experience.

1. **Balance of Driveplan** or **up to 2 years/200,000 km Pre-owned Service and maintenance Plan** (extendable for 9 years from first date of registration and up to 200,000 km) exclusively available from official Porsche Centres
2. The **largest selection** of Approved Porsches in the country
3. A variety of **rare models** can be found on our showroom floors
4. We check each vehicle using a **comprehensive 111-point checklist**
5. You can benefit from **Porsche Roadside Assist**

PORSCHE
APPROVED
PRE-OWNED CARS

PORSCHE

**Porsche Centre Johannesburg**
Corner Witkoppen and
Wroxham Road, Paulshof
Telephone 011 540 5000

www.porschejohannesburg.com

**Boxster S PDK,**
2013, 18,900 km, rhodium silver, agate/pebble grey leather, R875 000

**Cayman GTS PDK**
2015, 15,050 km, guards red, black leather, R995 000

**911 Carrera S**
2007, 45,150 km, speed yellow, sea blue leather, R695 000

**911 Carrera S PDK**
2012, 27,350 km, basalt black, black leather, R1 150 000

**911 Turbo S PDK**
2015, 2,600 km, white, luxor beige all leather, R2 895 000

**Cayenne Diesel**
2011, 44,500 km, sand white, black leather, R695 000

ALL NEW
Did you know?
You can add 2 plug 'n play devices to your car
DIESEL TORQUE CHIPTUNING No.1
PedalBox
NO THROTTLE DELAY | FASTER ACCELERATION
BETTER CONSUMPTION | MORE FUN
PowerBox
MORE POWER | MORE TORQUE
BETTER CONSUMPTION | MORE FUN
ORDER NOW 021 556 6463 PowerBox PedalBox by DIESEL TORQUE
082 379 6141 | info@dieseltorque.co.za | www.dieseltorque.co.za
083 298 8544 | info@pedalbox.co.za | www.pedalbox.co.za

Full Business - 6 Machines R20500 incl
MAKE SOCCER KITS, CAPS, Signage on CARS/SHOPS, TOMBSTONES
630mm Vinyl cutter for Signage / Tombstones, Banners
Cap Press
T-Shirt Press
Soccer & T-Shirt & Overalls
FOR SALE
Vehicle Signage
Plate Press
Sublimation Printer
Mug press
3 Machines Combo R15000 incl Vat
8in1 Combo Press
plates /tiles / puzzles mugs/ t-shirts
Sublimation Printer
Vinyl Cutter
Sublimation Consumables
Ricoh
4 Color T-Shirt Screen Printer R12000 incl VAT
Photobook Maker A3 R13000 incl
Guillotines A3 R4200
Heavy Duty
www.vinylcutters.co.za 0843048133
COUNTRY - WIDE DELIVERY

CCTV Systems
CCTV Security Recording System
From R1699
View your home on your Smartphone from anywhere in the world.
info@cctv-direct.co.za
www.cctv-direct.co.za

Dr. Zoöl
Your Prescription
• VCDS Pro Kit for VW Audi SEAT & Skoda
• GS-911 for BMW Motorcycles
• Bavarian Technic for BMW
• Durametric Porsche
HEX Diagnostics.co.za
Diagnostic Software for German Automobiles & Motorcycles. Phone 021 850 0650

topcar
Lizel Pauw • 082 876 8189
Jeanine Kruger • 082 342 2299
Sharlene Smith • 083 583 1604
Nick Fitzell • 071 430 6311
Karien Steenkamp • 082 920 8075

# VPS PAINT PROTECTION

**The Market Leader since 2001!**

## *Paint Protection that works!*

***Approved*** by major motor manufacturers in South Africa.
***Insist*** on VPS protection for your new vehicle

**YOU DON'T NEED TO REPAIR SCRATCHES AND STONE CHIPS -**
**SIMPLY FIT VPS AND AVOID THEM !**

**VPS is a tough polyurethane film which forms a sturdy barrier between your paint and the hazards you encounter on the road. It is *NOT A POLISH!***

**BEWARE OF IMITATIONS**

***DON'T JUST ASK FOR PAINT PROTECTION FILM...INSIST ON VPS***

**NEW CENTRES OPENING SOON**

**www.vpsprotection.co.za**

**031 717 1980**

**3M Paint Protection Film is Warranted for 5 years not to Peel, Bubble or Crack**

3M

# ENGINE DEN

(012) 386 2786/7/8/9
076 247 4015 • 072 784 5352
083 578 6861 • 072 995 4278

ADEPART ADE PRONET ADEPART

## ADE

| | |
|---|---|
| ADE 364T | |
| ADE 366N | |
| ADE 366T | |
| ADE 366TI | |
| ATEGO 904 | |
| ATEGO 906 | |
| ACTROS 541 V6 | |
| ACTROS 542 V8 | |

## ALFA

| | |
|---|---|
| 2.0 SPARK 146/157 AR67 202 | R9500 |
| AR67 204 | R11500 |
| AR32 301 | R12500 |

## BMW

| | |
|---|---|
| 316/318i E36 184E2 | R8500 |
| 318i E36 194S1 | R10500 |
| 320i E36 NON VANOS 206S1 | R7500 |
| 520i/320i VANOS E36 | R8950 |
| 525L VANOS 256S3 | R12500 |
| 535i/735i M62 | R11500 |
| 540i/740i/840i NON VANOS E31 | R19500 |
| 540i/740i/ M60 408S1 | R12500 |
| 750i V12 | R12500 |
| 194E1 318i E46 Plastic Man | R13500 |
| N42 318i 16V E46 | R26500 |
| 116i N45 1 SERIES | R35 000 |
| 318i N46 E90 | R39500 |
| 320i D/Vanos E46 | R19 500 |

## DAEWOO

| | |
|---|---|
| A15SMS/DMS CIELO 1.5 | R5950 |
| G15MF | R6500 |
| A15MF | R5950 |
| A160DMS | R7500 |
| F8CV CARB | R6500 |
| C18/20 NED NUBIRA | R7950 |
| NUBIRA 2.0 16V C20SED | R8500 |

## DAIHATSU

| | |
|---|---|
| 1KR SIRION | R9500 |
| K3T Turbo K3N | R12500 |

## HONDA

| | |
|---|---|
| EW | R6950 |
| ZC CARB | R5950 |
| ZC F/1 S/CAM | R6950 |
| DI5B CARB 16V | R5950 |
| DI5B F/1 16V | R6950 |
| D16A | R7950 |
| D16 A8 F/1 | R7950 |
| B16A VTEC | R9500 |
| B18B | R9500 |
| B20B 2.0 | R4500 |
| H22A V/TEC | R9500 |
| F22B PRELUDE | R7500 |
| F23A V/TEC | R7500 |
| K2A4 | R19500 |

## HYUNDAI - Diesel

| | |
|---|---|
| H100 2.5 NON Turbo | R16500 |
| H100 2.5 TURBO (Used) | R16500 |
| H100 2.6 NON TURBO (Used) | R17500 |
| H100 2.6 NON TURBO NEW (Us) | R49500 |

## HYUNDAI - Petrol

| | |
|---|---|
| ACCENT 1.3/1.5 F/1 | R6500 |
| G4FK ACCENT 1.5 DOCH | R7500 |
| GETZ 1.5 G4EC | R9950 |
| GETZ 1.3 G4EA | R10500 |
| GETZ G4ED | R13500 |
| ELANTRA J1 1.6/1.8 | R6500 |
| TIBURON/ELANTRA J2 2.0 | R7500 |
| ELANTRA J2 1.8 | R7500 |
| SONATA J1/J2 | R7250 |
| SONATA J1 3.0 G6 AT | R7500 |
| SONATA J2 3.0 G6 CT | R10500 |
| SONATA J3 2.0 | R10500 |
| SONATA J4 | R16500 |
| SONATA J3 | R8250 |
| TUSCON 2.0 ON EXCHANGE | R32000 |

## ISUZU

| | |
|---|---|
| 4JB1 NON TURBO | R21500 |
| NEW H/B/S | |
| 4JB1 TURBO NEW H/B/S | R21500 |
| 4JA1 NON TURBO USED | R25000 |
| 4JB1 NON TURBO USED | R28500 |
| 4JG2 3.1 TDI | R28500 |
| 4HF1/4HG1 | R55000 |
| 4JX1 | R35000 |
| DA220 | R17500 |
| 6HE1 | R65000 |
| 6VE1 | R28500 |
| 6VD1 | R23500 |

## JAGUAR

| | |
|---|---|
| J9 | R9500 |

## KIA - Petrol

| | |
|---|---|
| G4JP | R9500 |
| 1.8 DOHC SHUMA | R6500 |
| FE 2.0 SPORTAGE | R9500 |

## KIA - Diesel

| | |
|---|---|
| J2 2.7 | R18500 |
| J3 2.9 TDI | R17500 |

## LEXUS

| | |
|---|---|
| LEXUS 1UZ V8 + AUTO GEARBOX STARTED AND WIRED COMPLETELY | R16950 |
| LEXUS 1UZ V8 + AUTO GEARBOX ONLY (NOT WIRED UP) | R12950 |
| LEXUS 1UZ V8 VVTI + AUTO GEARBOX ONLY (NOT WIRED UP) | R12950 |
| LEXUS 1UZ V8 VVT + AUTO GEARBOX +COMPUTER | R16950 |
| 3UZ LEUS + AUTO G/BOX (NOT WIRED UP) | R19500 |
| 4GR IS 250 | R17500 |
| 1 GE VVTi BEAMS | R9500 |

## MERCEDES - Petrol

| | |
|---|---|
| C180 / C200 / C230 / M271 | POA |
| W202 / C180 / C200 | R17500 |
| W203 / C180 / C200 / RED | R11500 |
| A160 | R17500 |
| MERC M271 ENGINE | POA |

## MERCEDES - Diesel

| | |
|---|---|
| C250 DIESEL | R12500 |
| OM661-TDI 4 CYL Merc Sprinter | R14500 |
| OM662-TDI 5 CYL Merc Sprinter | R21500 |

## SMART

| | |
|---|---|
| 135 SMART | R12500 |

## MAZDA/FORD - Petrol

| | |
|---|---|
| E3/E5 | R5500 |
| B3 C | R6500 |
| Z6 MAZDA 3 | R19500 |
| BS 1.5 | R5950 |
| B6 1.6 CARB | R7500 |
| B6 8V EFI | R7500 |
| B6 16V | R7500 |
| ZL 1.5 16V | R6950 |
| MAZDA 3 2.3 DOHC L3 | R12500 |
| BP 1800 | R7500 |
| F8 CARB RWD | R9500 |
| FE CARB RWD | R10500 |
| FS 2.0 TELSTAR COIL | R6500 |
| KF 2.0 V6 TELSTAR | R6950 |
| ZETEC 2.0 MONDEO | R6500 |
| FE DOHC 16V 2.0 | R9500 |
| ZTEC NGR 2.0 | R6250 |
| KL 2.5 V6 MX6 | R8950 |
| GY 2.5 V6 | R8500 |
| G6 2.I | R11500 |
| ROTARY 13B TWIN TURBO | R11500 |
| ZM | R12500 |
| FIESTA 1.3 ENDURA | R10000 |
| 1.3/1.6 ROCAM NEW SUB | R7500 |
| BP MXS | R12500 |
| L3 VVTI | R19500 |
| F8 8V CARB FWD | R9500 |

## MAZDA/FORD - Diesel

| | |
|---|---|
| FORD 1.8 TURBO DIESEL | R9500 |
| RF N 2.0 | R8950 |
| RF T 2.0 | R9500 |
| R2 2.2 DIESEL | R10950 |
| WL 2.5 TDI | R23500 |
| WL-NON TURBO 2.5D | R23500 |

## MITSUBISHI - Petrol

| | |
|---|---|
| COLT 1.6 G32B | R7500 |
| 4G63 TURBO LANCER | R9500 |
| COLT/L300 2.0 | R10500 |
| 4G63/93 GDI | R9500 |
| 6G72 COIL/DIST | R19500 |
| 6G74 GDI | R19500 |
| L4CS 2.4 | R9500 |

## MITSUBISHI - Diesel

| | |
|---|---|
| 4D68 FWD | R7500 |
| 4M40 NORMAL | R21500 |
| 4M51 | R55000 |
| 4M40 TDI | R24500 |
| 6D14 FM Truck | R28500 |
| 4D 31T ON EXCHANGE | R38500 |
| 4D32 TURBO | POA |
| 4D33 CANTER | POA |

## NISSAN - Diesel

| | |
|---|---|
| YD22 FWD | R9500 |
| TD 27 N/T | R21500 |
| TD 27 TURBO | R21500 |
| QD32N | R23500 |
| QD32 TURBO | R23500 |
| ZD30 T USED | R16500 |
| YD25T NP300 | R65000 |
| RD 28 AUTO | R12500 |
| FD 35 N | R35000 |
| FD 46 TURBO | POA |

## NISSAN - Petrol

| | |
|---|---|
| E15 SENTRA LANGLEY | R5500 |
| GA15 16V COMPLETE | R7500 |
| GA16 CARB / Fuel injection | R8500 |
| CA18 N RWD | R6500 |
| CA 20 | R7950 |
| NA20 LPG | R7500 |
| QG 15 | R6500 |
| ALMERA 1.8 QG18 | R7500 |
| SR20 N SENTRA 200STI | R6950 |
| PRIMERA SR20 | R6500 |
| CR14 MICRA | R9500 |
| HR16 TIDA 1.6 | R14500 |
| A15 USED | R7500 |
| A12 NEW + G/BOX | R8950 |
| QR20 | R14500 |
| QR25 | R21500 |
| VG30 N RWD | R7950 |
| VG33 V6 | R8950 |
| VQ 20 MAXIMA | R7500 |
| VQ 30 MAXIMA | R14500 |
| VQ 30 T | R17500 |
| SR20T BLK | R17500 |
| RB20N | R7500 |
| RB20 24V T/CAM T | R6500 |
| RB25V T/CAM N | R7950 |
| RB 25 TURBO | R8500 |
| RB25T NEO | R13500 |
| TIDA HR16 | R14500 |

## OPEL

| | |
|---|---|
| C16SE | R7500 |
| C16SEL | R8500 |
| C18SEL | R8500 |
| C20SEL | R12500 |
| C20NE 200IS | R12500 |
| X14XE | R6500 |
| X16XE | R7500 |
| X18XE ECOTEC NEW TYPE | R7950 |
| X20XEV | R8500 |
| X25XE V6 | R15500 |
| Y22SE | R17500 |
| Z18XE | R12500 |
| Z14XE | R6500 |
| Z22 XE | R12500 |
| 1.7 CORSA DIESEL 4EEi T | R10500 |
| Y17DT | R16500 |
| Z22SE | R17500 |

## SUBARU

| | |
|---|---|
| EJ20T | R11500 |
| EJ20TT | POA |
| EJ25 N | R7250 |

## SANG YONG

| | |
|---|---|
| OM662-TDI 5CYL Merc Sprinter | R21500 |
| OM661-TDI 4CYL Merc Sprinter | R14500 |

## SUZUKI

| | |
|---|---|
| VITARA G16A 8V | R7950 |
| VITARA G16A 16V | R7950 |

## TOYOTA - Petrol

| | |
|---|---|
| 2Y/3Y/4Y H/B/S | R9500 |
| 2Y/3Y/4Y COMPLETE NEW | R13950 |
| 2Y CARB USED | R10500 |
| 3YP | R11500 |
| 3Y USED CARB | R13000 |
| 1GE 12V GLI6 | R5500 |
| 1G FE 24V | R5500 |
| 7MGE 24V 3.0 | R6500 |
| 7MGTE | R12500 |
| 1NZ YARIS | R9500 |
| 2NZ YARIS | R7950 |
| 1ZZ FE 1.8 VVTI | R17500 |
| K3 16V | R12500 |
| 1ZZ H/B/S RECON ON EXCHANGE | R11500 |
| 3ZZ/4ZZ RECON HBS EXCHANGE | R14500 |
| 3GR LEXUS GS300 | R19500 |
| 5E 16V F/I | R6500 |
| 3SFE CAMRY 2.0 DIST | R7950 |
| 3SFE COIL TYPE | R7950 |
| 1.8 COROLLA 2 ZR | R25000 |
| 1.6 COROLLA 3 ZR | R19500 |
| 5SFE DISTR | R8950 |
| 5FE COIL | R9950 |
| 3V2 CAMRY V6 | R8500 |
| 3SGTE | R10500 |
| 3SGE VVTI BEAMS RED/BLK | R12500 |
| 5VZ 3.4 VVTI | R14500 |
| 1AZ EFI 2.0 REV 4 | R16500 |
| 2AZ FE 2.4 VVTI | R25000 |
| 1FZ 4X4 24V EFI | R28500 |
| 2ZZ FE 1.8 VVTI RSI | R21000 |
| 3ZZ FE 1.6 VVTI | R21500 |
| 4ZZ FE 1.4 VVTI | R21500 |
| 2TZ ESTIMA | R7500 |
| 4A CARB 8V | R7500 |
| 3A CARB 8V | R5950 |
| 4AF 1.6 16V CARB | R9500 |
| 4AFE 160I | R7950 |
| 7AFE 1.8I | R8950 |
| 4AGE 20V SILVER | R7500 |
| 4AGE 20V BLACK | R11500 |
| 1JZ GTE VVTI | R12500 |
| 1GE VVTI BEAM | R9500 |
| 1JZ VVTI TURBO | R19500 |
| 1JZ | R11500 |
| 2JZ | R12500 |
| SK STALLION | R9500 |
| 3RZ 2.7 | R19500 |
| 2E 12V TAZZ COROLLA | R8950 |
| 2E TURBO | R9500 |
| 3E 12V | R7950 |
| 4E TURBO | R9500 |
| 1MZ | R19500 |
| 3RZ NEW H/B/S | R25000 |
| 2ZR 1.8 COROLLA | R25000 |
| 3ZR 1.6 COROLLA | R19500 |
| 2TR H/B/S NEW | R45000 |

## TOYOTA - Diesel

| | |
|---|---|
| 1 C NON TURBO | R11500 |
| 2 C NORMAL | R14500 |
| 2 C TURBO | R14500 |
| 3 C TURBO | R18500 |
| 2LN | R25000 |
| 2L2 2.4 TURBO | POA |
| 3L 2.8 | R35000 |
| 5L 3.0 DIESEL | R37500 |
| 2KD 2.5 HILUX ON EXCHANGE | R49500 |
| 1HZ LANDCRUISER | R65000 |
| 13B DYNA | R35000 |
| 14B DYNA | R49500 |
| HO7D HINO | R60000 |
| 3L/5L NEW HEAD & BLOCK | R17500 |
| TOYOTA KZTE 3.0 | R21500 |

## WV/AUDI - Petrol

| | |
|---|---|
| ABU POLO 1.6 | R7500 |
| AEH POLO 1.6 | R10500 |
| AHS POLO 1.6 | R4500 |
| AVU GOLF 4 1.6 | R9500 |
| BKY 1.4 POLO | R17500 |
| BFQ 1.6 | R14000 |
| AKL 1.6i GOLF 4 | R12500 |
| RV 1.8 8V | R6950 |
| PL 1.8 16V DOHC | R11500 |
| PG 1.8 SUPER CHARGED | R11500 |
| GX 1.8 | R6500 |
| ADR 1.8 20V A4 | R12500 |
| ADZ GOLF 1.8 8V | R6950 |
| AGU 1.8 T PASSAT | R14500 |
| ABA GOLF 4 2.0 8V | R9500 |
| ABF 2.0 16V | R12500 |
| AQY 2.0 8V GTI | R12500 |
| ABS | R4950 |
| AEB GOLF | R11000 |
| APK | R12500 |
| AZJ BEETLE | R14500 |
| ABC AUDI A6 V6 | R12500 |
| AGZ V5 | R14500 |
| ABK GOLF | R7500 |
| AAAVR6 2.8 | R11500 |
| AAF COMBI 2.5 | R7500 |
| APT GOLF4 1.8 20V | R12500 |
| AUDI 1.8 20V TURBO AWT | R16500 |
| VW 2.0 8V | R6950 |
| VW ALT | R12500 |
| GOLF 4 BLR FSi | R28500 |

## VW - Diesel

| | |
|---|---|
| AHU 1.9 GOLF 3TDI | R11500 |
| JK 1.6 D | R7500 |
| JP 1.6 D | R7500 |
| AET T4 TRANSPORTER | R19500 |

## VOLVO

| | |
|---|---|
| B5234T | R11500 |
| B5232S | R9500 |
| B5254S | R11500 |
| B5254T | R11500 |
| B42045Z | R16500 |

TOYOTA NISSAN ISUZU MITSUBISHI VW MAZDA

HYUNDAI 2.5 – H-100 NEW H/B/S ENGINE @ R17 500 VAT INCLUSIVE NEW

Convert your 1400 bakkie to BRAND NEW NISSAN A12 ENGINE @ R6950 VAT INCLUSIVE

NEW 2L/3L/5L HEAD AND BLOCK @ R17500 VAT INCLUSIVE

VW / AUDI - PETROL AGG/2E 2.0 8V R6950-00 VAT INCLUSIVE

TOYOTA NISSAN ISUZU MITSUBISHI VW MAZDA

## DIRECT IMPORTERS OF ENGINES & GEARBOXES

## THE ENGINE & GEARBOX KING

**TRADING HOURS:**
MON • FRI:8AM TILL 4:45 PM
SAT: 8AM TILL 12:30 PM
CLOSED ON FRIDAYS BETWEEN 12 PM TILL 2 PM

**Pretoria West -**
311 Stephenson Road (next to Iscor)
Tel: (012) 386 2786/7/8/9 • Fax: (012) 386 1786
GPS 25° 46'5" S, 28° 7'3" E

PRICES SUBJECT TO CHANGE WITHOUT PRIOR NOTICE • PRICES VALID WHILE STOCKS LAST

e-mail: enginden@wol.co.za | www.enginden.co.za

TOYOTA Hino mazda ISUZU MITSUBISHI NISSAN ADE MasterCard VISA

**High Grade Stainless Steel & Titanium II Performance Exhaust Parts :**

**Racing Down Pipes, CatBack Systems, Rear Silencers with Tail Pipe designs in Round, Slash Cut, StreetRace and Carbon Race**

**All REMUS parts 100% bolt-on with EEC Type Approval Certificate**

REMUS Systems in stock & supported for a very wide model range for Audi, BMW, Ford, Honda, Mercedes, Opel OPC, Mini, Nissan, Porsche, Seat, Suzuki, Toyota & VW

REMUS powerizer

REMUS responder

The Powerizer is a true Plug & Play tuning solution. No modifications Average power increase of 25% with up to 8% saving on fuel. The Responder unit hugely increases overall engine responsiveness

REMUS Exhaust & Powerizer Range of Products now available at selected Dealers, Supa Quick, Midas & Tuning Centres.
New Dealers Include: Supa Quick Boksburg (Kenneth on 011 823 3937), Need 4 Speed Exhausts / Bush Hill Fitment Centre Randpark Ridge (George on 011 011 794 2187), Discount Wheel & Tyre Midrand (Mohammed on 011 805 9401/2)
REMUS SA New Products, Dealer & Distributor enquires & Sales please contact Deon on 083 260 0302 or email deon@n4se.co.za
Nationwide deliveries of parts in stock within 24 – 36 hours, latest Bike, Car & REMUS Powerizer Plug & Play Application & Price list available from our website on www.n4se.co.za

# The topcar Top 10.

## Coolest tail-lights

The last thing you want if trying to shake off the cops is distinctive tail-lights. But we love 'em, especially these. By **Chris Chilton**

### 1 BMW Z8

The look was blatantly pinched from BMW's classic 507; the cabin created in a parallel universe where it's always 1958, except with microchips. Yet amid all this retro-rehashing, BMW had the fore (or rear-) sight to graft on some of the slimmest, coolest tail-lights ever seen in the pre-Millennium era..

### 2 MERCURY COUGAR

An upmarket Mustang spin-off using most of the same hardware, Mercury's pony car got a stretched wheelbase and more posh, with hidden front lights and some very cool sequential rears copied from the earlier Thunderbird, that pulsed in the direction you were indicating. So cool, Carol Shelby nabbed them for his modded '67 Mustangs.

### 3 MASERATI 3200G

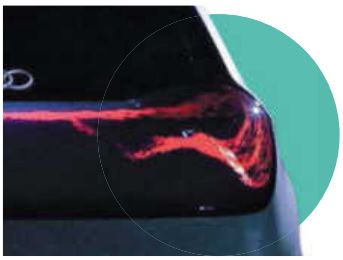
Though they looked identical, Maserati's raw 3200GT was radically re-engineered in 2002 to become the much better Coupe, swapping a twin-turbo V6 (and optional auto) for a naturally aspirated V8 (and optional robotised manual). Sadly the best feature of the original didn't make the transition – the oh-so elegant boomerang rear lights.

### 4 '59 CADILLAC

Fifty-nine was the peak, quite literally, of Detroit's obsessions with fins, but the showy sheetmetal appendages wouldn't have looked half as loud without that year's twin-rocket-flame shaped lamps at each side. For 1960 the lights were neatly integrated into a pair of distinctly atrophied fins.

### 5 MAZDA FURAI

The striking threads of illumination on this 2007 concept car looked like a shower of sparks lighting the midnight blackness of the Le Mans 24 Hour race the concept longed to contest. Sadly, there were more than sparks coming from the Furai when Top Gear barbecued it during testing for the TV show in 2008.



### 6 AUDI SWARM OLED

Back in 2013 Audi gave us the first taste of the OLED technology it productionised in time for the recent Frankfurt show. The bizarre Swarm lights look like they'd escape up the road if your lamp ever got smashed in a fender bender. Worth Googling for a video if you missed them first time round.

### 7 MK1 CORTINA

You want mash with that? Ford's iconic pie lights, or Pye, if you remember the period hi-fi brand, are as recognisable as the Lotus version's green stripes, and turned up on TVR's Grantura in an early bit of kit-car scavenging. BMW's 02 series riffed on the same theme.

### 8 DODGE CHARGER

Chargers almost always had cool lamps, but it's not the four circles of the much-admired Bullitt-era '68 that the 320kph modern version references. Instead it's the full-width light bar of the very first, back in 1966, combined with a bit of Dukes'-spec '69 for good measure.

### 9 LAMBORGHINI ASTERION

Lambo lamps were lamentable until Sant'Agata turned the wick up on the Murcielago to create the trick Reventon. Now they've settled on an instantly recognisable motif, you'll still be able to tell a Lamborghini from lesser supercars even when electrification finally silences the V12 – though that's not happening just yet.

### 10 MCLAREN P1

You can't truly appreciate how sensational the P1 looks until you've seen one at night, impossibly slender tail-lamps wrapping around the rear facia like a neon motel sign on Route 66. But this is a McLaren, so there's science involved too: conventional lights would have stopped the colossal amount of heat the V8 generates escaping.

# PERFORMANCE.
# THERE ARE NO SHORTCUTS.

Apollo Tyres Africa (PTY) LTD - 150 Denne Road, Hughes, Boksburg, 1459, Johannesburg, South Africa

apollo

MANCHESTER UNITED

CALL CENTRE 011 064 601/2
WWW.APOLLOTYRES.COM

GO THE DISTANCE

FIND US ON
YouTube

CASIO®

EQB - 500D
R9,799

Link with Global Time, New EDIFICE EQB-500D.

Smartphone Link,Dual Dial World Time for 300 cities.

Bluetooth® SMART

EQB-500D

EDIFICE
Speed & Intelligence

Mobile link function
Dual Dial World Time for 300 cities ■ Automatic time adjustment

CASIO WATCH +
App Store Google play
For a list of supported mobile phones and the latest updates, visit
http://www.edifice-watches.com/bs/

Global Time Sync

TIME WATCH SPECIALISTS
Cavendish Square • Tygervalley Center • Somerset Mall
Head Office: 021 671 1130

WATCHES UNLIMITED
• The Pavilion • La Lucia Mall • Musgrave Centre
• Gateway • Watercrest Mall
0861 WATCHES (928243)
www.watchesunlimited.co.za

Cajees It's about time
Call 011 675 3013 for details of your nearest Cajee's store.
Clearwater • Fourways • Northgate • Cradlestone • Keywest • Eastpoint
Rustenburg Cajees -014 537 3750

G-FACTORY
New World Menlyn

Casio SA @CasioSA Instagram

Phone us on 011 314 8888, 0861 CASIO1 or 0861 318 888 for your nearest dealer. www.jamesralph.com.

SPECIFICATIONS AND PRICES SUBJECT TO CHANGE WITHOUT NOTICE